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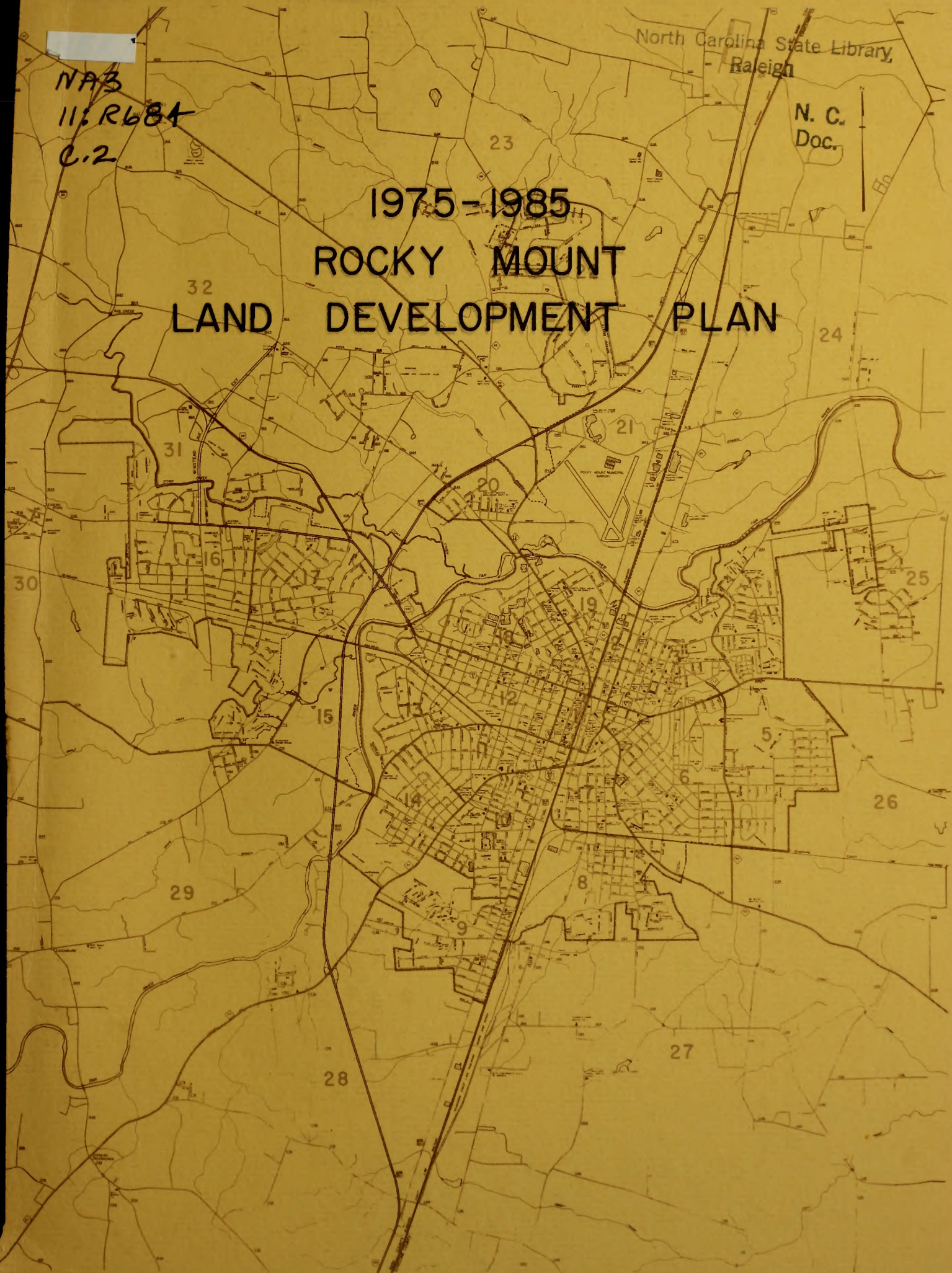
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ROCKY MOUNT

LAND DEVELOPMENT PLAN



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16. Abstracts This is the second land use plan produced for the City of Rocky Mount, the first being prepared in 1967. The intent of the 1975-1985 Rocky Mount Land Development Plan is to depict how land within the planning area is now used and to recommend how it should be used, providing general guidelines for development during the next ten-year period. A wide variety of statistical data is analyzed in the plan, including data on population, existing land use, economic conditions, housing, community facilities and services, soils, and physical growth deterrents. The plan is based upon goals and objectives which were determined by the citizens of Rocky Mount. Plan implementation is considered vital to the City's planning process and is stressed via a five-year program and policy statements.			
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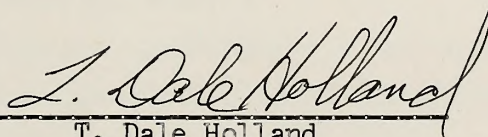
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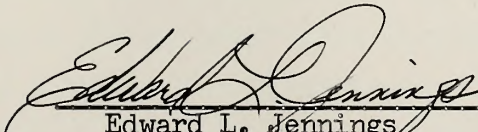
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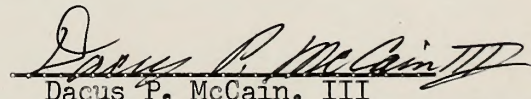
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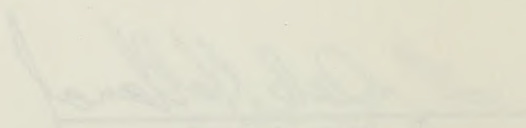
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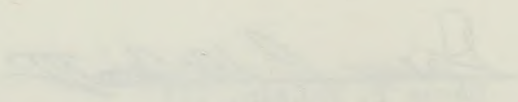
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The State Building, Treasurer of the State
William H. Miller, Mayor of Kansas
James H. Smith, City Manager
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1975 - 1985 ROCKY MOUNT LAND DEVELOPMENT PLAN

The preparation of this report was financed in part through a "701" comprehensive planning grant from the Department of Housing and Urban Development.

1975-1985
ROCKY MOUNT
LAND
DEVELOPMENT
PLAN

The preparation of this report was financed in part
through a "701" competitive planning grant from the
Department of Housing and Urban Development.

PURPOSE, GOALS AND OBJECTIVES OF THE CITY OF ROCKY MOUNT LAND DEVELOPMENT PLAN

The City of Rocky Mount Planning Department did not believe at the outset of the development of this plan that the Planning Board or City Council should undertake the establishment of goals and objectives for the land use planning program without the benefit of sound input from the citizens of Rocky Mount. Therefore, upon the recommendation of the Planning Department, the City's administration undertook an indepth survey of the City's residents to determine the needs of and the problems in the City as perceived by its residents. The survey was based on the premise that the City government should reach out and directly contact its citizens to establish a line of upward communication to provide for citizen participation and to ascertain the opinions of a broad and representative base of the City's populace.

During the week long survey, 550 City residents were interviewed. As a result, thirty-three major problem areas within the City were identified. The five areas receiving the most attention are listed as follows in order of significance:

- -Recreation
- -Street maintenance
- -Housing
- -Central Business District
- -Traffic control

While all of the problems which are identified are not applicable to the land use planning process, the five problem areas identified most often do relate to the land use planning program.

Based on the results of the attitude survey, the City's administrative staff drafted a policy paper which stated goals and objectives for the City. That policy paper had broad application to all of the City's services. Therefore, only portions of the broad goals and objectives are applicable to the land use planning process. Those applicable goals and objectives have been extracted and serve as the goals and objectives for this land use plan. Thus, this plan is based on a set of broad conceptual guidelines which were provided directly through a system of citizen participation.

Purpose

This land use plan serves as an update to the City of Rocky Mount's initial land use plan which was adopted in 1965. The plan analyzes land use problems

within the City and its extraterritorial area and provides a guide for the future development of land to meet the projected needs of the future population within the planning area. The plan will provide the Planning Board, City Council, and City Administration with a land use guide to assist in making decisions which will affect land use controls and policy. In addition, this plan will serve as an aid to future planning by providing a basis for the development of detailed functional plans in the areas of housing, open space, recreation, and community facilities.

Goals and Objectives

This plan is designed to encourage the development of an attractive and healthful environment within the Planning Districts. In order to achieve this, all facets of life within the City and the surrounding planning area must be considered. The goals and objectives contained herein must relate to the problems and desires of the total citizenry of the City and thoroughly consider present and projected use of land, public utilities, and the environment. Several of the following goals and objectives include areas of concern which may not be specifically addressed in this plan. But they do address problem areas which must be successfully dealt with if the recommendations contained in this plan are to be achieved.

RECREATION AND OPEN SPACE

TO ACHIEVE A COMPREHENSIVE RECREATIONAL AND OPEN SPACE PROGRAM ACCESSIBLE TO ALL AREAS OF ROCKY MOUNT THAT WILL PROVIDE OPPORTUNITIES FOR THE USE OF LEISURE TIME THAT WILL SERVE THE CREATIVE, PHYSICAL, EDUCATIONAL, SOCIAL, DRAMATIC, NATURAL ENVIRONMENT, AND CULTURAL INTERESTS OF THE CITIZENS.*

- -To examine, review, and evaluate existing recreational programs for ways to provide opportunities for increased participation by young people.
- -To inventory the existing system of parks and recreation facilities, re-evaluate the Parks and Recreation Plan published in December 1967, and plan and program the capital improvements necessary for implementation of that plan.
- -To promote the establishment of open space for aesthetic and passive recreational purposes.
- -To increase the availability of indoor recreational facilities and community facilities centers to all of the neighborhoods in Rocky Mount.
- -To review the Subdivision Regulations and investigate means of increasing the availability of park facilities in planned subdivisions.

HOUSING

TO PROMOTE AN INCREASE IN THE CITY'S HOUSING SUPPLY AND MAINTAIN, PROTECT AND CREATE RESIDENTIAL AREAS WHICH WILL DISPLAY SOUND DESIGN AND WILL ELIMINATE ACTIVITIES NOXIOUS TO RESIDENTIAL NEIGHBORHOODS.*

- -To assess development proposals as to the impact which they may have on established and proposed residential developments.
- -To assess the impact of all new development on the City's storm drainage system.
- -To assess the impact of all new development on the City's Thoroughfare Plan.
- -To review the City's policies for the extension of utilities within and without the corporate limits into areas where moderate- and low-income housing may be constructed.

*The recreational and housing problem areas ranked first and third respectively in the Citizen Attitude Survey. However, the City administration believes that the housing problems are of sufficient magnitude to warrant a restructuring of the priorities to give the housing problem area co-equal status with the recreational goal.

TRANSPORTATION

TO MAINTAIN A MODERN WELL-CONSTRUCTED STREET SYSTEM RESPONSIVE TO THE NEEDS OF THE TOTAL COMMUNITY AND IMPROVE THE CONTROL OF VEHICULAR TRAFFIC WITHIN THE CITY.

- --To encourage implementation by the State Highway Department of the improvements shown on the Rocky Mount Thoroughfare Plan as they relate to secondary road improvements.
- --To implement the CBD traffic signal study and the Feeder Street System Signal Network Plan.

CENTRAL BUSINESS DISTRICT

TO PROMOTE THE AESTHETIC ATTRACTIVENESS OF AND MAINTAIN THE ECONOMIC VIABILITY OF ROCKY MOUNT'S CBD.

- --To investigate the development of a Civic Center in the CBD.
- --To promote a more efficient coordination of vehicular traffic and railroad traffic in the CBD.
- --To improve the aesthetic appearance of the CBD.
- --To maintain stable residential areas in close proximity to the CBD.

ENVIRONMENT

TO IMPROVE THE CITY'S ENVIRONMENT BY MAINTAINING HEALTHY AND AESTHETICALLY ATTRACTIVE COMMERCIAL, RESIDENTIAL, AND INDUSTRIAL AREAS.

- --To review all city development programs to determine the impact of those activities on the City's total environment.
- --To pursue the aesthetic improvement of the City through the establishment of a Beautification Committee.
- --To consider the possibility of bikeways as a viable means of day-to-day transportation within the City.
- --To consider natural hazards such as flooding, erosion, and sedimentation in all land use planning.
- --To avoid the overcrowding of land by people and buildings, thus promoting mental and physical health and an aesthetically pleasing environment.

INTERGOVERNMENTAL RELATIONS

TO IMPROVE INTERGOVERNMENTAL RELATIONS WITH ALL UNITS OF LOCAL GOVERNMENT.

- --To continually and effectively participate in the Region I Council of Governments.
- --To effectively increase the working relationship of the City and County Planning Commissions.
- --To promote, where and when feasible, the regionalization of public services.

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INTRODUCTION

Divided by the Rock-Savannah County Line, Rocky Mount is situated on the western fringe of the Coastal Plain of northeastern North Carolina. The city lies approximately at the geographic center of the Region I Council of Governments, which encompasses a 7,777 square mile area and includes the five counties of Wayne, Halifax, Jones, Bert and Wilkes. Rocky Mount is a rapidly developing city, and is the largest city in the region. The city is located on the western edge of the Coastal Plain, and is the largest city in the region.

The most significant physical feature in the planning area is the Tar River. The city is located on the left bank of the Tar River which flows in a northeasterly direction through the planning area with the major portion of the city lying to the south and east of the river. The heart of the city is the Tar River waterfront which provides the municipal water supply and large recreational area.

Rocky Mount is the economic center in Region I. Situated within a heavily agricultural region, Rocky Mount serves as a market and shipping point for most of the products raised in the surrounding area. Although the economy has become diversified, the city is still one of the world's largest tobacco centers and continues to produce tobacco products. Rocky Mount also serves as the retail trade and financial center for the region.

Although Rocky Mount's past economy has been agriculturally oriented, it has seen a noticeable shift to manufacturing in the last decade. According to the Bureau of the Census, manufacturing is the largest segment and is followed by retail and wholesale trade, services, and health services. The largest industrial employment in the area is in textiles and apparel, chemicals, and food. One of the world's largest pharmaceutical companies and the world's largest benzoyl peroxide plant are located in Rocky Mount. The city also serves as headquarters for numerous independent and industrial.

Major North-South transportation routes serve Rocky Mount. These include the Eastern Seaboard Line Railroad, U. S. Highway 401, and Interstate 95, all providing additional links to the regional and national markets. In addition to these, U. S. Highway 66, a major east-west route, runs through the area. U. S. Highway 401, U. S. Highway 66, and U. S. Highway 151 pass through the area. Rocky Mount is the largest city in the region and is the largest city in the region. Rocky Mount is the largest city in the region and is the largest city in the region.

REGIONAL SETTING

Divided by the Nash-Edgecombe County line, Rocky Mount is situated on the western fringe of the Coastal Plain of northeastern North Carolina. The City lies approximately at the geographic center of the Region I Council of Governments, which encompasses a 2,707 square mile area and includes the five counties of Edgecombe, Halifax, Nash, Northampton, and Wilson. Rocky Mount, a rapidly developing city, is the largest municipality in the region and third largest in the North Carolina Coastal Plain. The planning area, the land area within three miles of the city limits, contains 109.3 square miles with 15.80 square miles of this area lying within the corporate limits.

The most significant physical feature in the planning area is the Tar River. The City is located on the fall line of the Tar River which flows in a northeasterly direction through the planning area with the major portion of the City lying to the south and east of the river. Southwest of the City is the Tar River Reservoir which provides the municipal water supply and a large recreational area.

Rocky Mount is the economic leader in Region I. Situated within a basically agricultural region, Rocky Mount serves as a market and shipping point for most of the products raised in the surrounding area. Although the economy has become diversified, the City is still one of the world's largest tobacco markets and contains numerous textile plants. Rocky Mount also serves as the retail trade and financial center for the region.

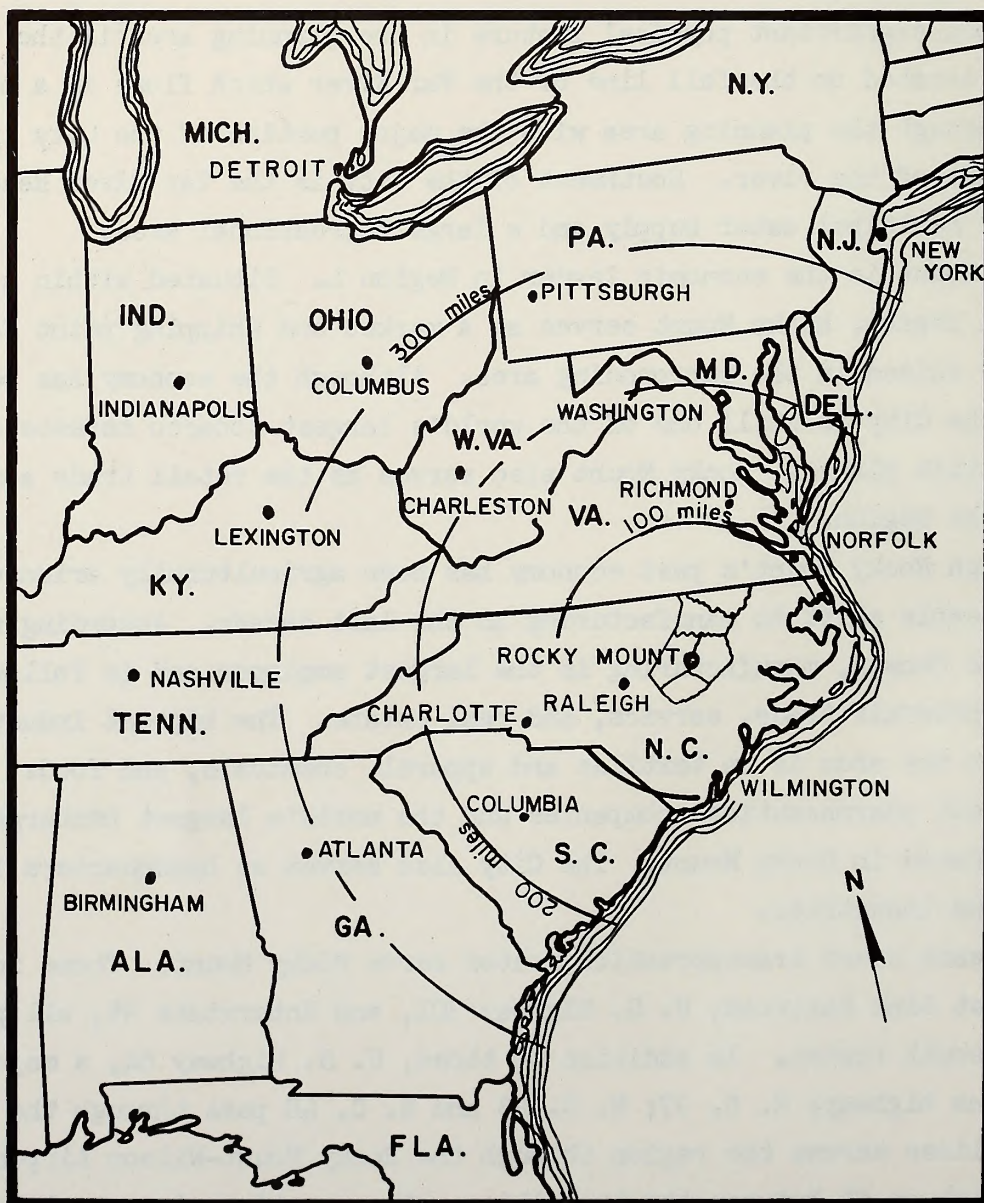
Although Rocky Mount's past economy has been agriculturally oriented, it has made a noticeable shift to manufacturing in the last decade. According to the Bureau of the Census, manufacturing is the largest employer and is followed by retail and wholesale trade, service, and real estate. The highest industrial employment in the area is in textiles and apparel, chemicals, and food. One of the world's largest pharmaceutical companies and the world's largest hamburger production plant are located in Rocky Mount. The City also serves as headquarters for numerous businesses and industries.

Major east coast transportation routes serve Rocky Mount. Those include the Seaboard Coast Line Railroad, U. S. Highway 301, and Interstate 95, all providing major north-south routes. In addition to those, U. S. Highway 64, a major east-west North Carolina highway; N. C. 97; N. C. 43 and N. C. 48 pass through the area. Piedmont Airlines serves the region through the Rocky Mount-Wilson Airport which is located on Highway 97 between the two cities. An executive airport, lying within

Rocky Mount, supplements the services offered by the regional airport. Numerous truck lines also serve the City.

Those routes provide Rocky Mount with access to many major regional east coast cities. Rocky Mount lies some 55 miles from Raleigh, the State Capital, and the Research Triangle Area. Located nearby on the North Carolina Coast are the major harbor facilities at Morehead and Wilmington. The City of Charlotte is located about 190 miles to the southwest; and to the north are Richmond and Washington, D. C., some 120 miles and 225 miles, respectively.

MAP I
REGIONAL LOCATION



HISTORICAL SETTING

Rocky Mount owes its name and its origin to the Great Falls of the Tar River. The name "Rocky Mount", attributed to the few acres of rocky ground north of the Falls, first appeared with the establishment of a post office at the Falls on March 22, 1816. Two years later, in 1818, the Rocky Mount Cotton Mills was founded at the Falls and from that origin a mill town emerged.

To the southeast of the mill town, a settlement formed around the freight platforms of the Wilmington and Weldon Railroad, which was established in 1840. Business not dependent on the water power at the Falls then moved to the vicinity of the depot. This railroad development initiated a shift in general activity from the Falls in Nash County to the depot in Edgecombe County. In 1871, the tracks of the railroad became the official boundary line between the two counties.

The village around the Rocky Mount depot was incorporated as a town on February 19, 1867 and had an estimated 300 people residing within a single square mile. Rocky Mount Mills did not have the legislature incorporate the village inhabited by its employees until 1893. Finally, in 1927, Rocky Mount Mills was annexed into the corporate limits of Rocky Mount.

In the late 1800's, the tobacco market and the railroad were the major stimuli to the economy of Rocky Mount. Established in the late 1880's, the tobacco market became one of the world's leading markets by the turn of the century. In 1874, the town became a relay station for the Wilmington and Weldon railroad which produced an immediate increase in railroad employment. The result was a significant increase in the town's population. Construction began in 1892 on the "Emerson Shops", a vast complex of railroad maintenance shops, and was completed in 1893. Those shops continue to be a major landmark on the Rocky Mount landscape.

Substantial growth occurred during the first decade of the 1900's, a period of boom and prosperity for Rocky Mount. From 1900 to 1910, there was a "population explosion" from 2,937 to 8,051. During that same decade, on February 28, 1907, a charter was issued by the state legislature raising Rocky Mount to the status of a City.

Since its incorporation sixty-seven years ago, Rocky Mount has seen many notable changes in its landscape. In the late 1940's, the railroad began a program of expansion of its system to the south and west that dictated the removal of a portion of the large shop complex from Rocky Mount. The reduction in the shop complex caused the emigration of a significant number of families affiliated with the railroad. Despite that loss, Rocky Mount began to develop a diversified industrial and business economy. In 1956, U. S. Highway 301, a two-lane bypass of the City, was opened.

That major traffic artery was expanded to four lanes in 1965. Highway 301 promoted travel and encouraged the development of motels and "regional" shopping centers in the area. Another boost to Rocky Mount's growth was the construction of North Carolina Wesleyan College which was completed for enrollment in 1960. Both the establishment of the college and the construction of the highway were vital in expanding the economic base of the City.

The changes over the last two decades have been influential in the development of a sound economic base. Although the early growth factors of the textile mills, the railroad and the tobacco market are still evident, Rocky Mount's economy now encompasses many diversified operations. Among the products of the area are chemicals, plastics, furniture, synthetic fibers, hamburgers and steel cable.

During its 106 years, Rocky Mount has seen many changes within its physical character. Today, the City has a population of 39,500 as compared to a figure of approximately 300 in 1867. The original one square mile area of the town has grown to become 15.8 square miles as of June 1, 1974.

PLANNING DISTRICT DELINEATION

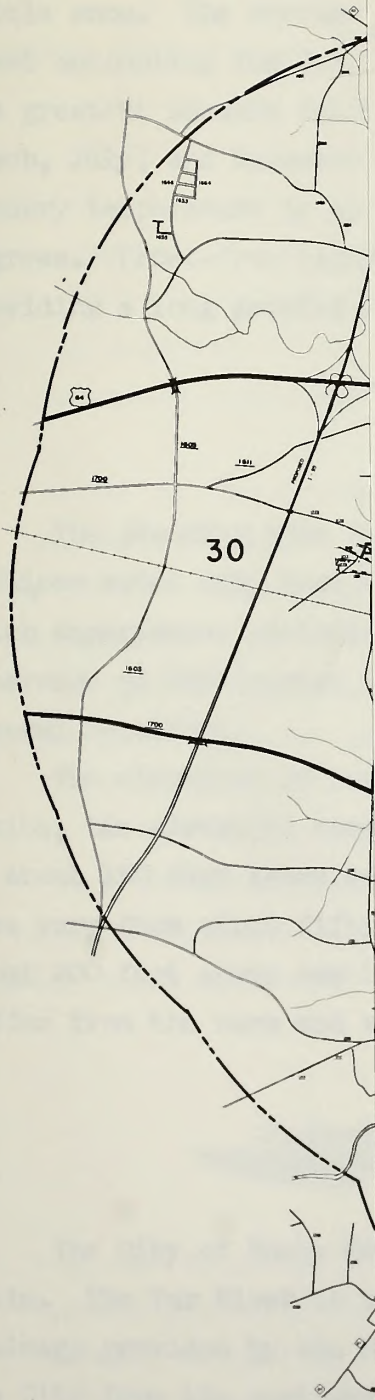
The planning area has been subdivided into thirty-two planning districts. Districts one through twenty-two contain the corporate area of the City of Rocky Mount and approximately 450 acres of land adjacent to the City but lying in either Nash or Edgecombe Counties. Districts 24, 25, 26 and 27 include the Edgecombe County portion of the planning area; while districts 23, 28, 29, 30, 31 and 32 include the Nash County portion of the planning area.

The planning districts were delineated to subdivide the planning area into districts which have a degree of homogeneity in their physical and social characteristics. That similarity is more readily identified in those districts within the City where the density of development is higher and the transitions between each district are more apparent.

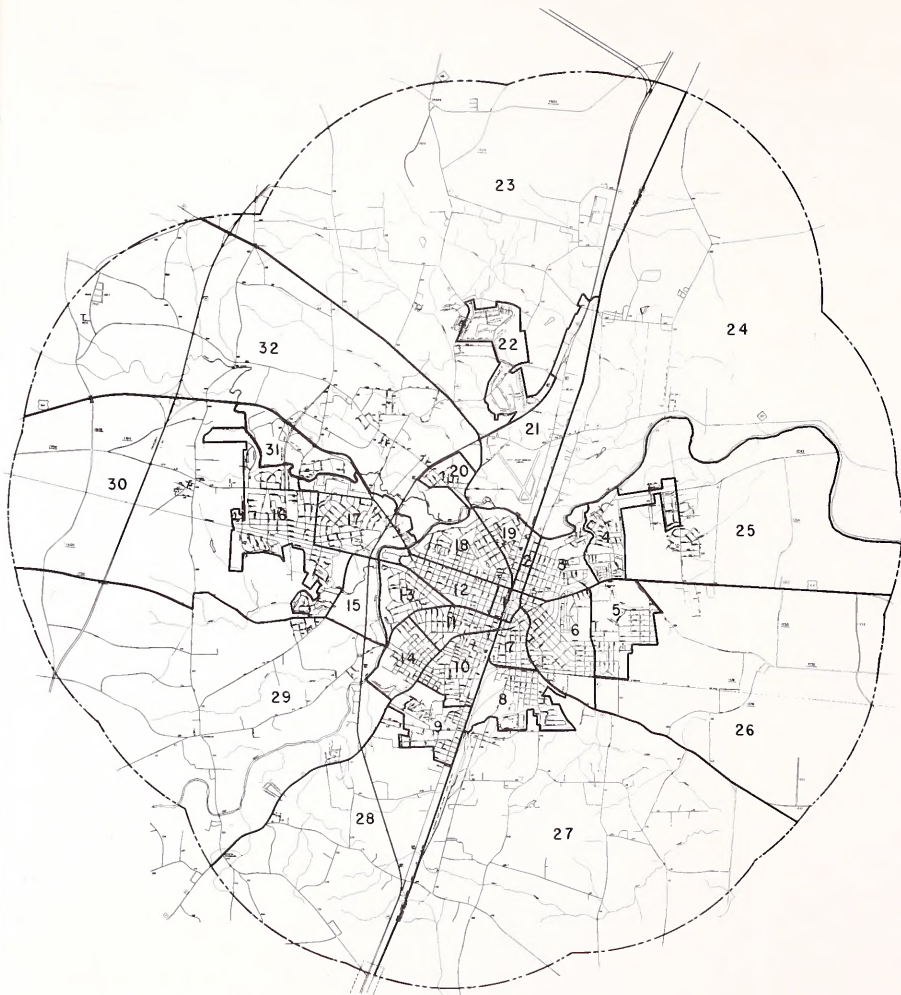
The district delineations have been heavily relied on for the presentation of all data in this plan. Through that approach, one can obtain a picture of the City as a whole or for an individual planning district. The boundaries of the municipal districts were established so as to not conflict with the census tract and block data compiled in the U. S. Census. Thus, any 1970 U. S. Census data may be compiled and applied to a given municipal planning district.

The planning district delineation is shown on Map 2, Planning Districts, on page 15.

PLANNING DISTRICTS



MAP 2
PLANNING DISTRICTS



N

 CITY OF ROCKY MOUNT

SCALE: 1" = 1000'

----- CORPORATE LIMIT LINE
 _____ PLANNING AREA LIMIT LINE

FLORIDA SUBJECTS



PHYSIOGRAPHIC ANALYSIS OF PLANNING AREA

Climate

Rocky Mount has a mild climate year-round, with adequate rainfall and little snow. The average annual precipitation is 45.7 inches with snow and sleet accounting for 5.4 inches of the annual total. Precipitation varies with the greatest amounts falling during the summer months. Average rainfalls for March, July, and November are 4.2, 6.0, and 3.2 inches, respectively. The average January temperature is 41.5 degrees, and the average July temperature is 76.1 degrees. Frost-free nights normally occur from early April to the end of October, providing a long growing season.

Relief

The planning area is generally flat with some moderate slopes. Steep inclines exist only near the Tar River or streams. The Tar River flood plain, which experiences periodic flooding and poor drainage, is the major physical deterrent to development in the area. Granite outcrops hinder development in several locations.

The elevation of the area averages 120 feet above sea level. In the city limits, the elevation ranges from about eighty feet above sea level in the northeast to about 150 feet above sea level in the west. Elevation extremes in the planning area vary from about fifty feet above sea level along the Tar River in the east to about 200 feet above sea level at scattered locations in the west. These elevations differ from the norm and are located only in isolated areas.

Drainage Systems and Surface Water Supplies

The City of Rocky Mount is located near the middle of the Tar River Drainage Basin. The Tar River is the major drainage artery in the city limits, and the drainage provided by the River is supplemented by Stony Creek. The Creek approaches the City from the northwest and empties into the Tar River midway between U. S. Highway 64 and N. C. Highway 43. The Cokey Swamp drains the southeastern portion of the planning area. However, it provides no major relief for the City in terms

of serving as a route for surface water run-off. The swamp drains to the southeast and empties into the Tar River fifteen miles east of Rocky Mount. The major impact of that drainage area is that it will retard the growth of the City to the southeast by complicating the extension of central water and sewer facilities.

Numerous small streams connect with the Tar River in the planning area. Those streams include Maple, Goose, and Compass Creeks and Hornbeam and Cowlick Branches (Refer to Map 3, page 18).

Averaging a fall of 3.9 feet per mile, the Tar River flows approximately eleven miles through the planning area. Where the Fall Zone crosses the Tar River, a natural stream fall occurs; and, although the fall is not abrupt, the streambed drops ten feet vertically in about 1,000 feet. A masonry dam was constructed on the falls at the turn of the century for Rocky Mount Mills. That dam has an average height of ten feet. In addition, the natural falls accounts for another ten foot fall of the river at that point. Thus, approximately one-half of the decrease in the elevation of the river in the planning area occurs at or immediately below the dam.

The major water impoundment in the Tar River Drainage Basin is the Tar River Dam and Reservoir, located five miles southwest of Rocky Mount. Constructed by the City of Rocky Mount and completed in 1971, the reservoir has approximately 1,650 acres of water surface at an elevation of 125 feet. The reservoir backs upstream for some seven miles. The reservoir serves as the municipal water supply and acts as a recreational facility for fishing, boating, swimming, hunting, camping, and picnicking. It was not designed nor does it function in a major capacity as a flood control facility.

In the planning area, the flood plain of the Tar River varies in width from approximately 900 to 13,000 feet. Variation in width of the Stony Creek flood plain is from 500 feet at the upper end of its drainage area to 2,800 feet where Stony Creek merges with the Tar River.

Municipal Water and Ground Water

The Tar River Reservoir, containing 4.3 billion gallons of water, is the sole source of Rocky Mount's municipal water supply. The City's water treatment plant, completed in June of 1971, is capable of producing 23.5 million gallons of treated water per day. Based on the average daily water consumption from September 1972 to September 1973, the rate of treated water consumption is 9.1 million gallons per

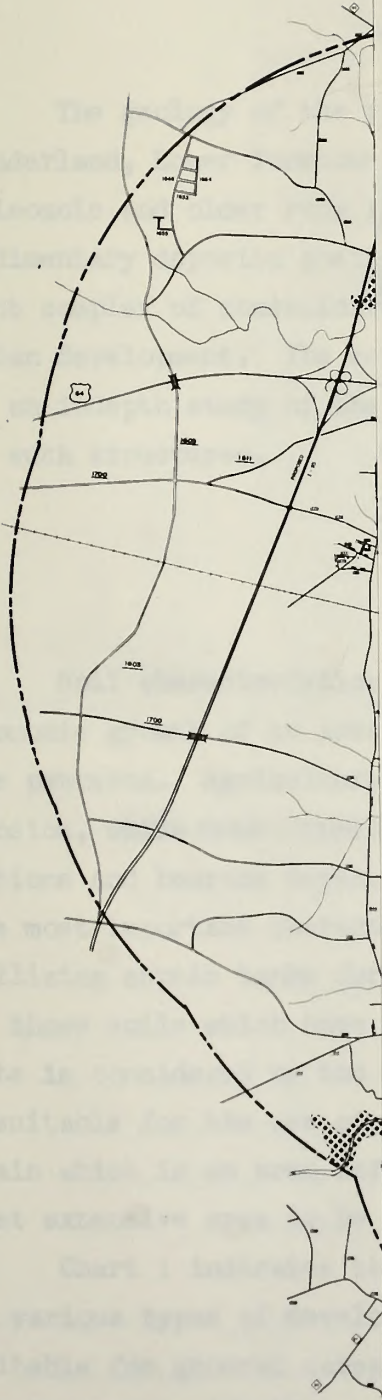
PHYSICAL FEATURES

AREAS IN THE EXTREME NORTH PORTION OF THE PLANNED AREA THAT ARE CHARACTERIZED BY REMARKABLY FLAT TERRAIN AND THE RIVER TOWNS

AREAS IN THE NORTHWEST PORTION OF THE PLANNED AREA WHICH ARE NOW HISTORICALLY INUNDATED BY THE TAY RIVER

INTERMEDIATE SLOPED PLAINS OF THE TAY RIVER & STONY CREEK & AREAS HISTORICALLY INUNDATED BY FLOOD WATERS FROM TOWNSHIPS IN THE ESCUTWICK COUNTY PORTION OF THE PLANNED AREA

AREAS WITHIN THE PLANNED AREA WHICH ARE NOT MAJOR COUNTY PORTIONS OF THE PLANNED AREA AND NOT KNOWN BECAUSE OF THE DELINEATION OF THOSE AREAS ARE NOT SHOWN



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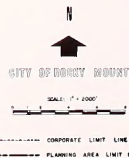
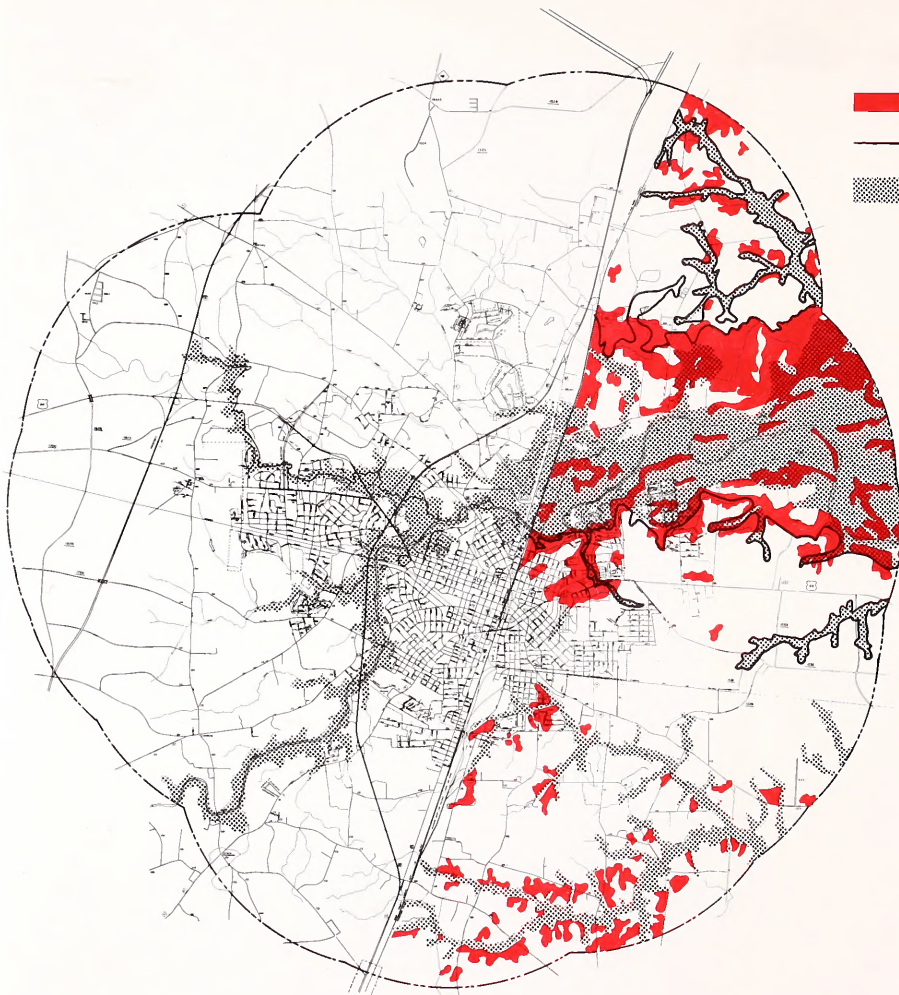
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PHYSICAL FEATURES

-  AREAS IN THE EDGEcombe COUNTY PORTION OF THE PLANNING AREA THAT ARE CHARACTERIZED BY PERMEABILITY RATES UNACCEPTABLE FOR SEPTIC TANKS
-  AREAS IN THE EDGEcombe COUNTY PORTION OF THE PLANNING AREA WHICH HAS BEEN HISTORICALLY INUNDATED BY THE TAR RIVER
-  INTERMEDIATE REGIONAL FLOOD PLAINS OF THE TAR RIVER & STONY CREEK & AREAS PERIODICALLY INUNDATED BY FLOOD WATERS FROM TRIBUTARIES IN THE EDGEcombe COUNTY PORTION OF THE PLANNING AREA

AREAS PERIODICALLY INUNDATED BY TRIBUTARIES IN THE NASH COUNTY PORTION OF THE PLANNING AREA ARE NOT SHOWN BECAUSE SOILS DATA FOR THE DELINEATION OF THOSE AREAS ARE NOT AVAILABLE



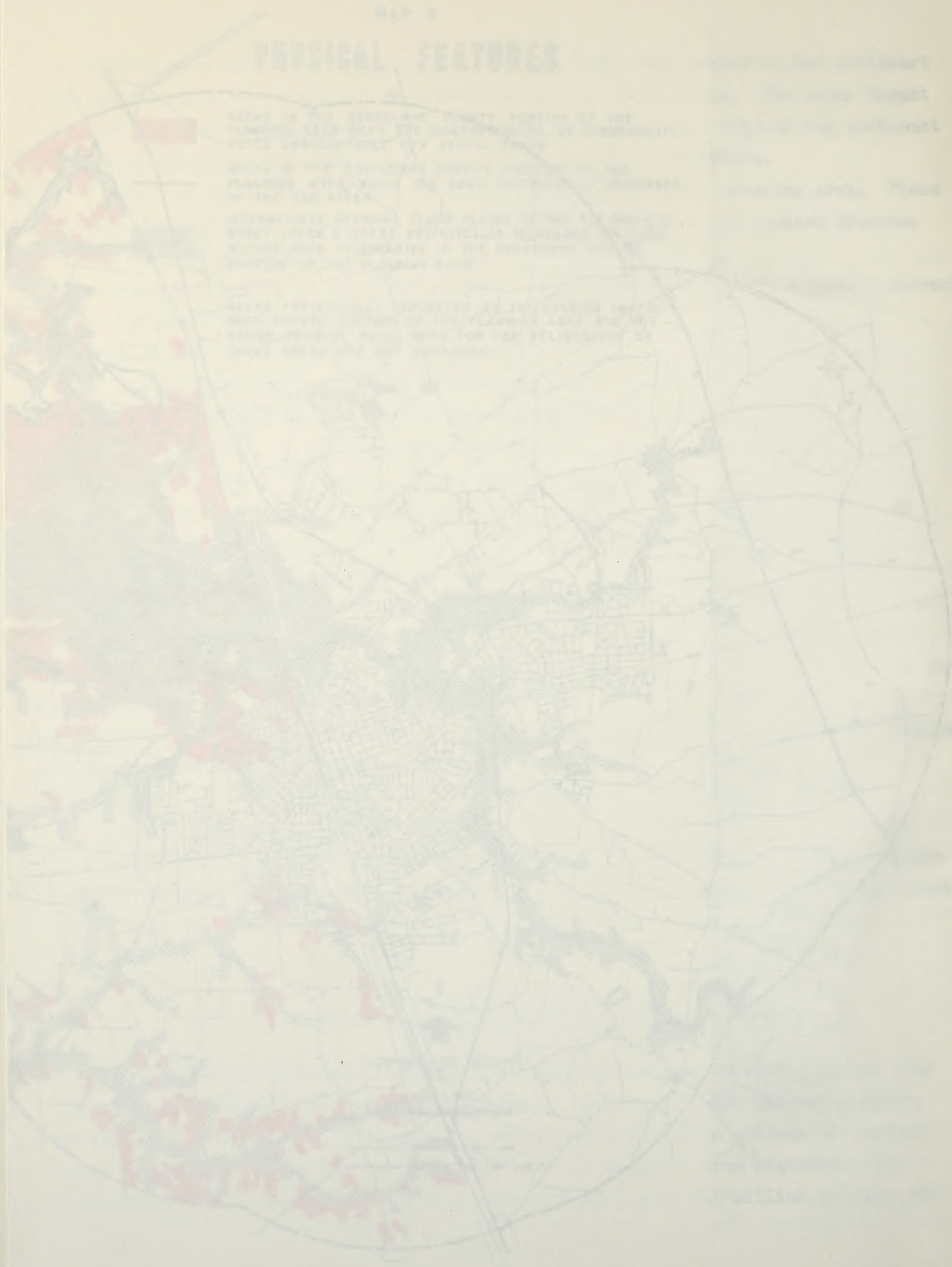
PHYSICAL FEATURES

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day. The treated water is slightly basic or alkaline registering 7.5 on the pH scale. The water is also relatively soft having thirty milligrams of CaCO_3 per liter. Adequate water supplies are provided by individual wells which vary widely in depth and dependability throughout the planning area.

Geology

The geology of the planning area consists of the following four formations: Sunderland, Lower Yorktown, Black Creek and the basement complex consisting of Paleozoic and older rock formations. The upper three formations are union solidated sedimentary deposits posing no specific problems to urban development. The basement complex of consolidated rock outcrops in scattered locations and can limit urban development. The construction of heavy or tall buildings should be preceded by an indepth study of the site's capability to adequately support the foundations of such structures.

General Soils Characteristics

Soil characteristics and locations are significant factors in the physical and economic growth of an area because they greatly influence the development of land use patterns. Agricultural uses are primarily affected by drainage, fertility and erosion, while urban uses are affected by drainage permeability, structural conditions and bedrock depth. In the planning area, the permeability of the soil is the most important characteristic because of the large number of developments utilizing septic tanks for sewerage disposal. Map 3, page 18, depicts the locations of those soils which have a permeability rate of less than one inch per hour. That rate is considered by the Nash and Edgecombe County Health Departments as being unsuitable for the use of septic tanks. Map 3 also portrays the Intermediate Flood Plain which is an area defined by the U. S. Army Corp of Engineers as being the most extensive area to be flooded once in any one-hundred year period.

Chart 1 indicates the limitations of each general soil association relative to various types of development. Generalized soil data defines areas which are suitable for general categories of land use. However, such soil categories should not be used to identify precise locations for particular land uses. Such specific locations should await an intensive on-site analysis by a soil scientist.

In analyzing the soil characteristics within the Rocky Mount planning area, information on the soil characteristics was provided by the United States Soil

Conservation Service and organized into the three general soil associations which are delineated on Map 4.

Soil Associations in the Rocky Mount Planning Area

1. Norfolk-Wagram-Bibb Association (Inclusions of Orangeburg, Craven, Marlboro, Aycock, Goldsboro, Georgeville, Cecil and Rains): Nearly level to moderately steep, well drained to poorly drained soils with friable sandy clay loam subsoils occurring in the well dissected coastal plain uplands.
2. Goldsboro-Rains Association (Inclusions of Trebloc, Exum, Coxville, Lynchburg, Nahunta, Norfolk, Duplin, Marlboro, Aycock, and Dunbar soils): Nearly level, moderately well drained to poorly drained soils with friable sandy clay loam subsoils occurring in the coastal plain uplands.
3. Wickham-Altavista-Roanoke Association (Inclusions of State, Buncombe, Dogue, Congaree and Wehadkee soils): Nearly level to gently sloping, well drained to poorly drained soils with friable sandy clay loam to very firm clay subsoils occurring in the stream terraces.

Physical Deterrents to Growth

Map 3 depicts the physiographical deterrents to urban growth in the Rocky Mount planning area. Those deterrents consist of:

- Those soils which do not have an acceptable percolation rate suitable for waster disposal through septic tanks.
- The intermediate regional flood plain of the Tar River and its tributaries.

Those deterrents limit urban development in the following ways. The areas characterized by soil association which do not possess acceptable permeability properties for the installation of septic tanks constitute a severe limitation to development that is not serviced by municipal utility lines. Also, most soils with slow percolation rates make poor sites for construction due to the shrink-swell potential of the soil which may result in the shifting of foundations and cracks within the walls of a structure.

The Intermediate Regional Flood Plains of the Tar River and Stony Creek and those soils adjacent to smaller tributaries which are periodically inundated constitute a

SOIL INTERPRETATIONS
GENERAL SOIL MAP
ROCKY MOUNT, N. C.

- 1/Some areas of these soils near large streams may flood occasionally; such areas have severe limitations for most non-farm uses.
- 2/Structures whose footings are in subsoil.
- 3/Refers to roads and streets that have subsoil

AWC-Available water capacity

1. The purpose of this report is to provide a summary of the results of the study conducted by the research team. The study was designed to investigate the effects of the proposed intervention on the target population. The results of the study are presented in the following sections.

2. The study was conducted in a controlled environment. The participants were recruited from a local community center. The study was designed to be a randomized controlled trial. The results of the study are presented in the following sections.

Category	Sub-category	Value	Unit	Notes
1.000	1.000	1.000	1.000	1.000
2.000	2.000	2.000	2.000	2.000
3.000	3.000	3.000	3.000	3.000
4.000	4.000	4.000	4.000	4.000
5.000	5.000	5.000	5.000	5.000
6.000	6.000	6.000	6.000	6.000
7.000	7.000	7.000	7.000	7.000
8.000	8.000	8.000	8.000	8.000
9.000	9.000	9.000	9.000	9.000
10.000	10.000	10.000	10.000	10.000
11.000	11.000	11.000	11.000	11.000
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96.000	96.000	96.000	96.000	96.000
97.000	97.000	97.000	97.000	97.000
98.000	98.000	98.000	98.000	98.000
99.000	99.000	99.000	99.000	99.000
100.000	100.000	100.000	100.000	100.000

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GENERAL TOPICAL ASSOCIATION

ROBERTS - WAGMAN - BIBB

ROBERTS - WAGMAN - BIBB

WICKHAM - ALVISTA - ROANOK



Conservation Service are organized into the three general soil associations which are defined as follows:

1. *Soil Association I* - This association is characterized by the presence of the following soil types: *Soil Type A*, *Soil Type B*, and *Soil Type C*. These soil types are found in the following areas: *Area 1*, *Area 2*, and *Area 3*.

2. *Soil Association II* - This association is characterized by the presence of the following soil types: *Soil Type D*, *Soil Type E*, and *Soil Type F*. These soil types are found in the following areas: *Area 4*, *Area 5*, and *Area 6*.

3. *Soil Association III* - This association is characterized by the presence of the following soil types: *Soil Type G*, *Soil Type H*, and *Soil Type I*. These soil types are found in the following areas: *Area 7*, *Area 8*, and *Area 9*.

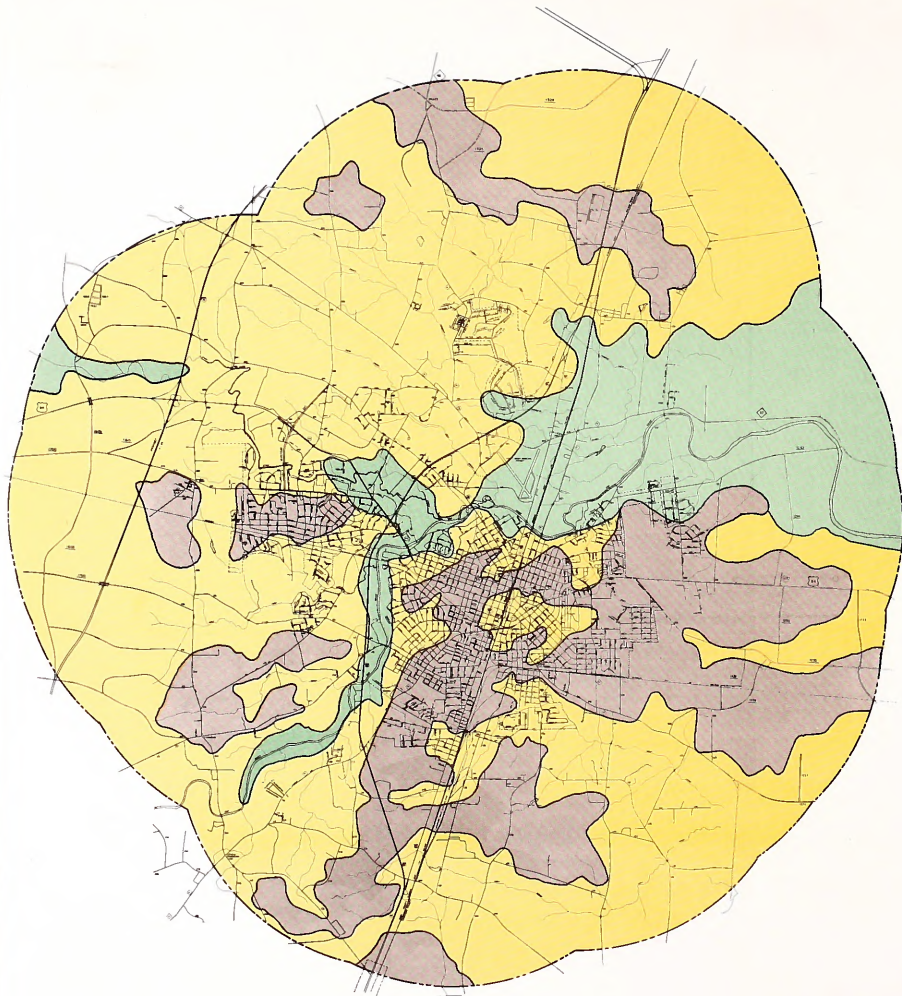
Soil Type	Soil Association I			Soil Association II			Soil Association III		
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	Area 8	Area 9
Soil Type A									
Soil Type B									
Soil Type C									
Soil Type D									
Soil Type E									
Soil Type F									
Soil Type G									
Soil Type H									
Soil Type I									

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF SOIL CONSERVATION
WASHINGTON, D. C. 20250

MAP 4

GENERAL SOIL ASSOCIATION

- NORFOLK - WAGRAM - BIBB
- GOLDSBORO - RAINS
- WICKHAM - ALTAVISTA - ROANOKE



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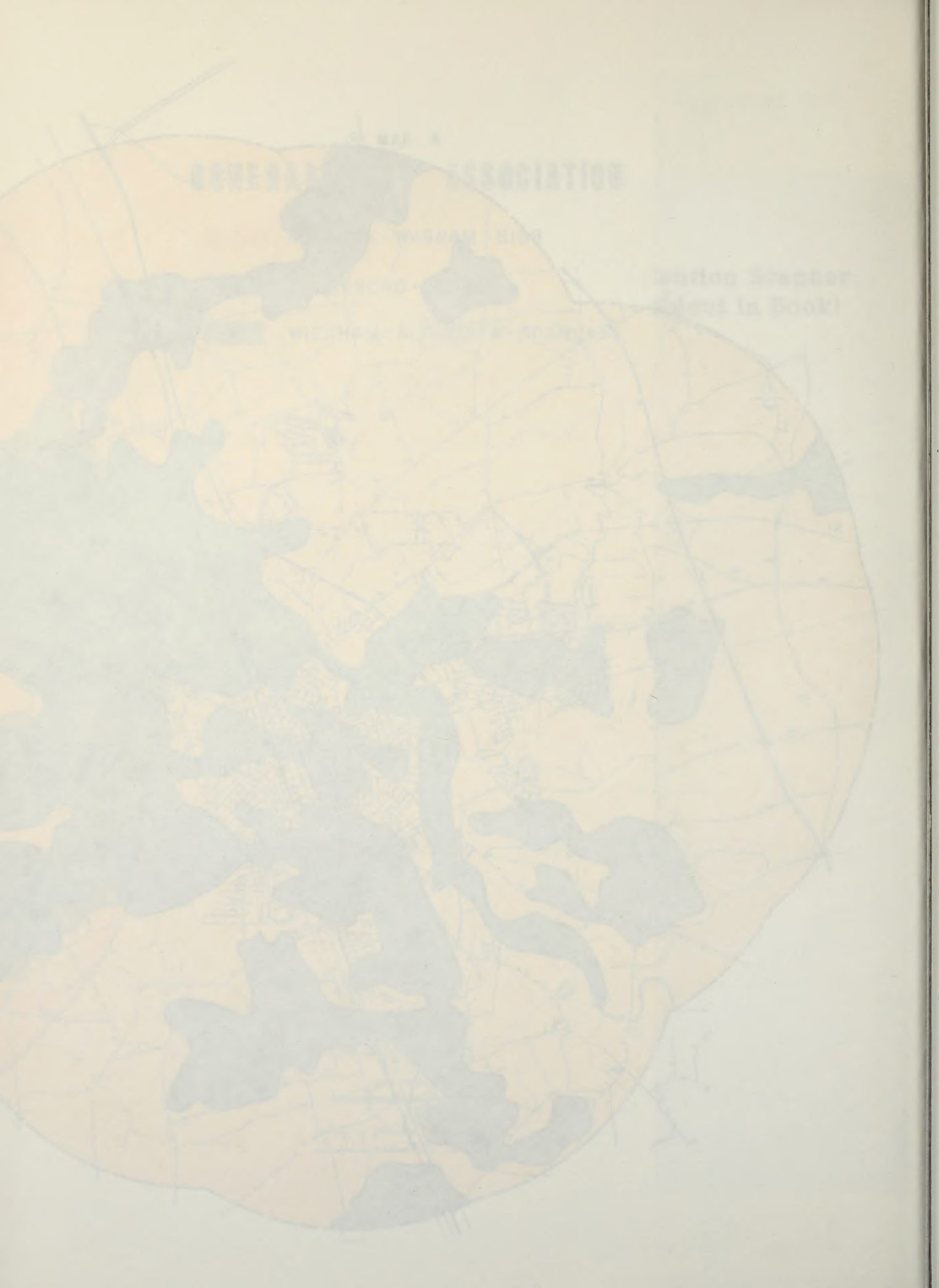
CITY OF ROCKY MOUNT

SCALE: 1" = 500'



----- CORPORATE LIMIT LINE

----- PLANNED AREA LIMIT LINE



GENERAL ASSOCIATION

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flood hazard to development within those areas. The delineation of the Intermediate Regional Flood Plains of the Tar River and Stony Creek on Map 3 was constructed from data compiled by the U. S. Army Corps of Engineers; however, that specific flood plain study terminated approximately 4000 linear feet east of Springfield Road (S. R. 1250). From that point in an easterly direction to the boundary of the planning area, the Intermediate Regional Flood Plain as delineated on Map 3 was continued to the planning area boundary through the application of the decrease in flood elevation per mile as derived from the preceding river mile. The heavy black dotted line depicted on Map 3 denotes areas which have been flooded by the river throughout its history.

The physical limitations of specific soils for the installation of specific tanks and areas historically flooded by the Tar River in the Edgecombe County portion of the planning area were based on data from a detailed soil survey. A complete detailed soil survey of the Nash County portion of the planning area has not been initiated; therefore, Map 3 does not depict those specific delineations for the Nash County portion of the Rocky Mount planning area.

Another physical deterrent to urban growth which is not depicted on Map 3 due to technical reproduction difficulties is the presence of a seasonally high ground water table which is prevalent in numerous locations throughout the planning area. In most of those locations, this deterrent to urban development may be overcome by artificial drainage or through service to those areas by municipal utilities.

lood hazard in developed areas. The delineation of the Interstate Regional Flood Plain of the Tar River and Deep Creek on Map 1 was constructed from data supplied by the U. S. Army Corps of Engineers; however, that specific flood plain study furnished approximately 100 linear feet east of Springfield Road (U. S. 130). From that point in an easterly direction to the boundary of the planning area, the Intermediate Regional Flood Plain as delineated on Map 2 was continued to the planning area boundary through the application of the average in flood elevation per mile as derived from the preceding river mile. The heavy black dotted line depicted on Map 3 denotes areas which have been flooded by the river throughout its history.

The physical delineation of specific soils for the installation of specific levees and areas delineated by the Tar River in the Edgecombe County portion of the planning area were based on data from a detailed soil survey. A complete detailed soil survey of the Nash County portion of the planning area has not been completed; therefore, Map 3 does not depict those specific delineations for the Nash County portion of the Rock Hill planning area. Another physical deterrent to urban growth which is not depicted on Map 3 due to technical representation difficulties is the presence of a seasonally high ground water table which is prevalent in numerous locations throughout the planning area. In most of these locations, this deterrent to urban development may be overcome by artificial drainage or through service to these areas by municipal utilities.

EXISTING LAND USE ANALYSIS

- Lack of adequate zoning and land use regulations.
- Lack of adequate enforcement of existing regulations.
- Lack of adequate monitoring and evaluation systems.
- Lack of adequate data and information for decision-making.
- Lack of adequate coordination and cooperation among relevant agencies.
- Lack of adequate public participation and consultation.
- Lack of adequate funding and resources.
- Lack of adequate institutional arrangements.
- Lack of adequate legal and policy framework.
- Lack of adequate technical and professional capacity.
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- Lack of adequate funding and resources.
- Lack of adequate institutional arrangements.
- Lack of adequate legal and policy framework.
- Lack of adequate technical and professional capacity.

ANALYSIS
LAND USE
EXISTING

LAND USE PROBLEMS

This inventory of land use problems is an identification of those physical, social, and economic factors which have had an effect on growth and development potential in the Rocky Mount area. The methodology used to compile this inventory utilized several forms of input. A primary source in the identification of the factors and problems was the Citizen Attitude Survey, conducted in October 1973, in which a random sample survey of the Rocky Mount residents identified thirty-three major comprehensive problems. Of those problems cited, several specifically focused on land development in Rocky Mount. The land use problems cited in that survey constitute a portion of the major land use problems identified herein. A second source consisted of information gathered from interviews with various local developers, realtors, financiers, and architects. A final input into the inventory of land use problems was contributed by the Public Works and Planning Departments. Based on those sources of input, the following land use problems were identified:*

- -Nonimplementation of the existing comprehensive plan.
- -Lack of implementation of the Thoroughfare Plan.
- -Lack of adequate recreational land and facilities/
nonimplementation of the Park and Recreation Plan.
- -Deterioration of the Central Business District.
- -Expensive and inadequate housing supply.
- -Improperly zoned areas within the corporate limits.
- -Nonutilization of vacant land within the corporate limits.
- -Development occurring within the Tar River and Stony
Creek flood plains.
- -Public transportation facilities.
- -Need for coordinated planning activities through the various
local governmental agencies.

*The land use problems are not listed in the priority sequence as identified in the Citizen Attitude Survey.

Nonimplementation of the Existing Comprehensive Plan

Nonimplementation of the Staged Development Plan along with the Park and Recreation Plan has resulted in overall sporadic development of a mixture of land uses. The result has been the creation of congested traffic conditions, nonutilization of land because of speculative purposes, incompatible abutting land uses, development within the flood plain, underzoning and overzoning for certain types of land uses and a less than maximum return on each tax dollar invested in public utilities. This lack of plan implementation has caused developers to pay only casual attention to the projected land uses. Therefore, the spatial distribution of various types of development reflects the tendency to satisfy immediate demands of the land use market. Simultaneously, the public demands for additional police protection, new fire station locations, and more park and community recreational centers have been generated by that land use market. However, the provision of municipal services to satisfy those public demands has not occurred and the cost of fulfilling those demands has become excessively high.

Lack of Implementation of the Thoroughfare Plan

The failure to implement some of the major proposals in the Thoroughfare Plan has resulted in poor coordination of land development and road construction which has been detrimental to good traffic circulation. The lack of coordination has been demonstrated by the inability of the State Highway Commission to implement some of the important recommendations of the 1963 plan and by the failure of that plan to be totally integrated with the City's other development plans.

The failure by the State Highway Commission to undertake all proposed improvements may be attributed to three major factors. Insufficient appropriations of State funds have delayed, in some instances, the expansion of congested thoroughfares and the construction of new traffic arteries. The required funds were not provided because of the failure of certain major thoroughfare improvements to receive high priority ratings among the proposed major thoroughfares of the State Highway Department's state-wide priority system. A second factor deterring implementation of the plan's proposals is that there has been inadequate time to undertake the construction of a majority of the 1963 plan's proposals. Finally, the existing conditions and projected needs in some areas as established in 1963 have changed over the past ten years causing some proposed improvements to drop in priority.

Initially, the priorities were structured in the 1963 Thoroughfare Plan in

consideration of the following factors: traffic volumes, development of contiguous land, existing street conditions and width of pavement, staged construction of improvements, and estimated cost. Changes in some or all of those factors, which influenced the implementation of the proposal, have ultimately required a change in the plan's priorities. Thus, the overall growth of Rocky Mount into areas beyond the scope of the 1963 plan and changes in priorities have necessitated the development of a new Thoroughfare Plan. That plan, now completed, reestablishes priorities and proposes new improvements. As was the 1963 plan, the new plan is based on recommended priorities, required setbacks, and proposed rights-of way as provided by the Public Works and Planning Departments to the State Highway Commission.

Some of the priority changes will be in densely developed areas in which traffic congestion problems have developed. One example is the proposed improvement of Church Street along the existing alignment to four travel lanes from Hickory Street north to U.S. Highway 301 Bypass. That expansion will receive a first priority rating rather than third priority as stated in the previous plan. The current plans by the State for the construction of U.S. Highway 64 Bypass around the northern side of Rocky Mount will encourage the rapid improvement of Church Street and will increase the volumes of traffic along that artery. Other expansions which will receive first priorities* include the extensions of Kingston Avenue and Winstead Avenue, both forming portions of the City's proposed "Belt Loop".** In addition, the formation of the "Belt Loop" will reduce the expected traffic volumes along Nashville Road below those projected in the 1963 plan; and, therefore, that artery will remain in two travel lanes between Raleigh Road and U.S. Highway 301 Bypass and westwardly rather than being expanded to four lanes as was proposed in the 1963 plan.

The Thoroughfare Plan must be coordinated with and supported by the City's other land development plans and controls. A strong zoning ordinance should serve

*The State Highway Department system of priorities allows that any one priority classification may contain more than one project. For example, improvements on two or more traffic arteries may receive a first priority rating.

**The "Belt Loop" is a series of major thoroughfares encircling the City and is planned to carry traffic between suburban areas of the City without its having to go through or by the central business district.

as an important tool for thoroughfare planning and control of general land development. Also, it should help to insure that the planned locations of various land uses, projected population density and distribution, and sound traffic control are achieved. In addition, the land use plan should project the need for and location of community facilities, which will be coordinated with the existing and proposed thoroughfares. The Park and Recreation Plan should also propose recreational facilities which are easily accessible to pedestrians. The location of Englewood Park adjacent to two minor thoroughfares prevents children from safely walking to the park and is an example of the need for improved coordination of all City plans.

Lack of Adequate Recreational Facilities and Land/ Nonimplementation of the Park and Recreation Plan

The inadequacy of recreational facilities and park areas was cited as the major land use problem by 128 of 550 interviewees in the Citizen Attitude Survey. Those interviewees indicated that the greatest deficiencies were the need for more coordinated youth activities and greater park availability. The magnitude of this problem is further substantiated by the nonimplementation of a significant number of recommendations which were set forth in the 1967 Park and Recreation Plan. Only six sites of the eighteen proposed expansions or development in new parks were acquired during the past six years. Also, a number of the new parks are still undeveloped or only partially acquired. The problem is enhanced by the fact that the tremendous growth in population over the same period has created a higher demand for recreational opportunities than those new parks and additions have provided. Although the recent budgetary increase in FY 1973-1974 for the Recreation Department will alleviate part of the deficiencies, additional funds will be needed to meet all of the City's recreational needs which have developed over a number of years.

Deterioration of the Central Business District

The deterioration of the Central Business District has been evident over the past ten to twelve years and was noted in the Citizen Attitude Survey as a major developmental problem. Some of the primary characteristics of the downtown area adversely affecting existing and new economic activity are: obsolete buildings; deteriorated buildings; poorly grouped parking facilities; problems of traffic circulation; insufficient separation of uses in transitional areas; poor pedestrian

access to buildings from parking; the absence of a coordinated program for non-residential rehabilitation and the absence of a coordinated program to remove blighting structures from the residential fringe areas. Some of those problems are abetted by the mainline tracks of the Seaboard Coast Line Railroad which bisects the Central Business District. Although those tracks have become the symbol of the downtown problems, other problems of the CBD should be considered more significantly. Although it would be desirable to remove the tracks from the downtown area, their mere removal would neither halt the decline of the downtown area as a commercial retail center nor the peripheral developmental trends which are occurring. Current marketing trends do not emphasize the commercial revitalization of the Rocky Mount CBD. Those trends are exemplified by the shift in activity toward shopping centers which offer the public more amenities such as ample parking facilities, proximity to numerous modern stores, and less travel time in comparison to the CBD.

The major comprehensive land use problem with the Central Business District is its need for renovation and new direction. One approach to revitalization would be exemplified by the establishment of a civic center which would serve Rocky Mount and the region as a center for educational, recreational, cultural, religious, and business functions. The need for a civic center was cited in the Citizen Attitude Survey as a municipal problem. The civic center and the business activity generated by that center would require the removal of a portion of obsolete and deteriorated buildings in the CBD. This type of development could achieve similar objectives to those proposed in the Downtown Urban Renewal Plans prepared in August 1972.

Another method for revitalization would be a cooperative effort by the Downtown Retail Merchants Association to renovate the downtown area through local funding rather than federal funding. The City Government should also pursue the improvement of all municipally owned land to achieve the greatest aesthetic appeal and functional integration with the CBD activities.

Expensive and Inadequate Housing Supply

An expensive and inadequate housing supply is considered as a major land use problem with eighty-four of 550 interviewees in the Citizen Attitude Survey citing housing as a problem. Also, information gathered through interviews with various individuals engaged in the local land development process contributed valuable insight into the City's housing situation.

The high cost of housing construction is a major concern to home buyers of all incomes. A second area of concern is that the present housing market is primarily

geared to satisfying the demands of the middle-, upper-middle and high-income brackets, excluding the housing needs of the lower-income families. Because of the exclusion of new low-income units from the housing market, the only alternative for low-income families is to reside in the least desirable dwelling units, which include most of the City's substandard housing. Also, the limited housing market has created a need for more multi-family units, which are estimated to be approximately fifteen percent deficient in number at present.

The problem of an expensive and inadequate housing supply is further complicated by a high demand for quality housing and by the inability of small developers to fulfill that demand. The high demand for housing results from an insufficient number of standard units and an increasing population, which is partially accounted for by the immigration of numerous facilities affiliated with new industries in the area. The limited number of developers in the Rocky Mount area are confined by small construction crews, restricted financing, and shortages of materials. As a result, the developers are compelled to raise the costs of construction because of cost increases in and shortages of building materials and skilled labor. Because of those cost factors and the high demand for quality housing, developers are primarily constructing high-priced housing which meets the needs of the upper-middle and upper-income families and is more profitable to the developers.

Although the demand for middle- and upper-income housing is high, a dilemma does exist with the financing of such homes because of the high cost of living and the high interest rates on loans. To the middle-income family, the housing market is expensive and is a financial risk to many individual home purchasers. Those families who are unable to secure a loan are forced to look for rental units because of the inadequate supply of homes which they can afford. The rental units are inadequate in number and the individual single-family dwellings which are available for rent are generally of the least desirable quality.

One of the conditions that has promoted the inadequacy of multi-family dwellings is a moratorium which suspended all rezoning actions concerning the City's only multi-family zone during the period of December, 1972 to September, 1973. That moratorium deterred the development of multi-family dwellings and during that delay, the costs of building materials, labor, and land increased. Thus, the moratorium not only slowed multi-family development but created an additional expense to the developer and ultimately to the consumer.

The low- and middle-income housing shortage has created a high demand for mobile homes which are the least expensive dwelling units. That demand has necessitated a zoning classification which would allow the location of mobile homes on individually owned lots. With the current construction trends geared toward fulfilling the needs of the upper-income brackets, a major alternative to alleviate the low- and middle-income housing shortage appears to be through the

location of mobile homes in the planning area.

Another condition which has influenced the location, cost, and supply of housing is the difference in land values between the Nash and Edgecombe County sides of the planning area. That discrepancy in land values has been attributed to the lack of industry and the highly integrated populace on the Edgecombe County side. Also, past difficulties incurred with the installation of utilities in the southeast sector of the Edgecombe side has decreased land values. Because the land values are normally 25-33 percent lower on the Edgecombe side, there is a high potential for housing development. However, that development has not occurred and has continued on the Nash County side of town.

Improperly Zoned Areas Within the Corporate Limits

Improperly zoned areas are those areas governed by land use controls which do not promote the development potential of an area and its surrounding environs. In order to identify those areas in Rocky Mount which are improperly zoned, several methods have been utilized. First, a survey was taken of all residential lots within the corporate limits in order to obtain the percentage of those lots non-conforming to the minimum square area and frontage requirements for residential zones as set forth in the Zoning Ordinance (Refer to Chart 2, page 34). Through that survey, improperly zoned residential areas with high percentages of nonconforming lots were identified and located by zones and by planning districts. A second method to establish improper zoning in all zones within the City was through a determination of the amount of each zoning classification lying within the flood plain (Refer to Chart 3, page 37). That survey ascertained the acreage and percentage of each zone lying within the flood plain. Another indication of improper zoning is that an excessive amount of developable vacant land in a zoning classification indicated that there may be overzoning of land for that particular zone. Likewise, a shortage of vacant developable land in a zoning classification acts as an indication of underzoning for that particular zone. However, because other characteristics are also involved in declaring overzoned and underzoned areas, this section contains only a summary of the problems encountered with overzoning and underzoning.

In addition to those methods, a survey was conducted of the percentages of land lying in the various zoning classifications in cities in the southeastern United States similar in size and terrain to Rocky Mount (Refer to Chart 4, page 41). From those cities responding with the requested information, average percentages of zoning classifications were determined and compared to corresponding

percentages for Rocky Mount. Because of variations in the land uses in the eight cities listed on the table, the average percentages should not act as a zoning standard but should serve rather as a comparative guide.

The study of nonconforming lots indicates that there are fourteen improperly zoned areas having at least fifty percent of their lots nonconforming contained in eleven planning districts in the City (Refer to Chart 2, page 34; Map 2, page 15). Of those fourteen areas, three are located in the R-10 zone and eleven lie in the R-6. Thus, the R-6 zone contains the highest percentages of nonconforming lots, followed by the R-10, and the R-15 zones, respectively. For the entire City, 5,504 of the 11,822 residential lots or forty-seven percent are nonconforming.

Within Rocky Mount there are 6,933 acres zoned residential, representing 73.35 percent of the City's 9,450 acres. (Refer to Chart 4, page 41). Of that 73.35 percent designated for residential zoning, 47.64 percent or 4,503 acres are considered as single-family zoning while the remaining 25.71 percent or 2,430 acres lie within the multi-family zones. Because the R-6 and MF zones were classified as multi-family zones, the percentage for MF zoning is considerably higher than the actual percentage of those zones utilized for multi-family development. Those two zones contain 240.44 acres, of a total 2,430 acres, (ten percent of their land area) as multi-family development.

Of the 4,503 acres zoned single-family residential, 913 acres are included in the R-15 zone. A quiet, residential area containing open areas where similar residential development will likely occur, the R-15 zone is located in five planning districts in the City. In planning districts 4, 12, 13, 16, and 17, there are 914 R-15 lots with the majority of those lots located in districts thirteen and sixteen. District sixteen contains 597 R-15 lots, representing seventy-one percent of the residential lots in that district. The 264 R-15 lots in district thirteen comprise sixty-nine percent of the residential lots in that district. The remaining three districts contain fifty-three R-15 lots. For the entire R-15 zone, only 106 of the 914 lots are considered as nonconforming, representing twelve percent of the total lots. Thus, based on the criteria that fifty percent of the lots must be nonconforming to constitute an improperly zoned area, there are no improperly zoned R-15 areas.

The R-10 zone contains 3,590 acres or eighty percent of the area within the City classified as single-family zoning. A low-density zone containing certain open spaces where similar residential developments will likely occur, the R-10 zone lies within sixteen of the twenty-two planning districts of the City. The R-10 zone contains 4,973 lots or forty-two percent of the City's

COMPARISON OF THE NUMBER OF LOTS AND NONCONFORMING LOTS
IN RESIDENTIAL ZONES BY PLANNING DISTRICTS

PLANNING DISTRICTS	R-15			R-10			R-6		
	NO. OF LOTS	NO. OF NONCONFORMING LOTS	% OF LOTS NONCONFORMING	NO. OF LOTS	NO. OF NONCONFORMING LOTS	% OF LOTS NONCONFORMING	NO. OF LOTS	NO. OF NONCONFORMING LOTS	% OF LOTS NONCONFORMING
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	79	46	62
3	0	0	0	116	105	90	1,025	764	75
4	9	0	0	237	39	16	565	420	74
5	0	0	0	630	54	8	5	0	0
6	0	0	0	891	675	76	306	189	62
7	0	0	0	0	0	0	480	278	57
8	0	0	0	259	12	5	438	356	81
9	0	0	0	364	138	38	353	204	58
10	0	0	0	0	0	0	966	693	72
11	0	0	0	254	51	20	298	218	73
12	2	0	0	234	166	71	506	375	74
13	264	56	21	120	7	6	0	0	0
14	0	0	0	181	83	46	239	81	34
15	0	0	0	0	0	0	1	0	0
16	597	43	7	238	0	0	3	0	0
17	42	7	17	597	13	2	21	1	5
18	0	0	0	145	50	34	429	194	45
19	0	0	0	0	0	0	208	112	54
20	0	0	0	164	74	45	0	0	0
21	0	0	0	24	0	0	0	0	0
22	0	0	0	505	0	0	13	0	0
LOT TOTALS AND AVERAGE									
PERCENTAGES	914	106	12	4,973	1,467	29	5,935	3,931	66

Total No. of Residential Lots in Rocky Mount--11,822. Total No. of Nonconforming Lots--5,504. Percentage of Lots Nonconforming--47.

*The total number of lots includes all land areas designated by lot lines on the Nash and Edgecombe Counties' Tax Maps and lying in residential zones within the corporate limits. It contains inhabited single-family and multi-family lots, vacant lots, and large undivided land tracts.

**Nonconforming lots are considered as those lots which do not meet either the square area requirements and/or the frontage requirements of the residential zone in which they lie as specified in the Zoning Ordinance.

residential lots. Of those R-10 lots, 1,467 lots or twenty-nine percent of the lots are nonconforming. The R-10 zone contains three major improperly zoned areas lying in planning districts 3, 6, and 12. Of those three districts, district three has the highest percentage of nonconforming R-10 lots. In that district, ninety percent or 105 of the 116 R-10 lots are nonconforming. District six contains the largest number of nonconforming R-10 lots of any single district. Seventy-six percent or 675 of the 891 R-10 lots in district six are nonconforming. Only the large cemetery tract and six blocks zoned R-10 in the district could be considered as properly zoned. District twelve contains the improperly zoned area with the third highest percentage of nonconforming lots. There are 166 nonconforming R-10 lots located primarily between West Thomas Street and Western Avenue in district twelve. Those lots comprise seventy-one percent of the 234 R-10 lots in the district.

The R-6 zone contains twenty-five percent or 2,393 acres of the City's 9,450 acre area. A high-to medium-density zone, the R-6 zone is dispersed throughout fourteen of the twenty-two planning districts in the City. Those fourteen districts contain 5,935 R-6 lots or fifty percent of the residential lots within the City. Of those lots, 3,931 or sixty-six percent are nonconforming. In most cases, the improperly zoned R-6 areas lie in the old deteriorating sections of the City with the majority of the nonconforming lots in those sections meeting the square footage requirements rather than the frontage requirements for the R-6 zone.

Eleven of the fourteen planning districts containing R-6 areas have over fifty percent of their R-6 lots in a nonconforming status. Most of those districts are located in the transitional areas between the CBD and the City's peripheral R-10 and R-15 areas. One such district is district three which is comprised of 764 nonconforming R-6 lots. Those lots represent seventy-five percent of the 1,025 R-6 lots in district three. The district containing the second highest number of nonconforming lots is district ten which has 693 of its 966 R-6 lots in a nonconforming status. Other districts having equally high percentages of nonconforming R-6 lots are districts 2, 4, 7, 8, 9, 11, 12, and 19. In addition to those districts, districts fourteen and eighteen both contain small improperly zoned R-6 areas. However, because large R-6 areas with a majority of conforming lots are contained in the two districts, the percentages of nonconforming R-6 lots in districts fourteen and eighteen are less than fifty percent.

Presently, 37 acres or .39 percent of the total acreage within the City is zoned specifically for multi-family development. Newly established, the multi-family zone is defined as a high-density residential area where multi-family dwellings are co-mingled with certain open areas in which similar residential development will likely occur. Portions of the R-6 zone utilized for multi-family development and the multi-family zone combined constitute only three percent of the City. Comparing that three percent to the percentage of land zoned for multi-family development in other cities of similar size, Rocky Mount is insufficient in multi-family zoning.

A second method of ascertaining improperly zoned areas in Rocky Mount was through a determination of the amount of each zone lying within the flood plain. (Refer to Chart 3, page 37; Map 3, page 18). Those zones in the flood plain were so designated in order that the owners of existing development can apply for flood insurance and so future development in the flood plain can be controlled.

The majority of the flood-proned area in the City is located in the four residential zones. With 276.44 acres subject to flooding, the R-6 zone contains the largest number of acres lying in the flood plain of any residential zone. Those acres, representing 11.55 percent of the 2,393 acres in the R-6 zone, are dispersed throughout the flood plain in nine R-6 areas. The major R-6 area which would be inundated during an Intermediate Regional Flood is in the vicinity of Bob Melton's Barbecue. This area is south of the Tar River and between the Rocky Mount Cotton Mills and Church Street. Other large R-6 areas located in the flood plain include Charter Oaks, the area along Cowlick Creek, the area encompassing Riverside Apartments, Harbor West, a portion of Williford Town, and the area lying south of the Tar River and bordering N. C. 97.

In R-6 flood-proned areas where multi-family developments exist, several problems arise. First, a multi-family occupant is not as likely to realize that his dwelling lies in the flood plain as an individual homeowner would. The multi-family resident assumes that the potential physical hazards of the site have been carefully investigated by the developer, whereas the homeowner is generally aware of the physiography of his property because it represents a substantial investment of his income. Secondly, multi-family development in the flood plain places more people within the confines of a given area than does a single-family development.

CHART 3
COMPARISON OF THE AREA OF
ZONING DISTRICTS AND THE AREA OF THE
DISTRICTS WITHIN THE FLOOD PLAIN

ZONING DISTRICT	ACREAGE WITHIN CORPORATE LIMITS IN EACH ZONING DISTRICT	ACREAGE OF DISTRICT WITHIN CORPORATE LIMITS AND WITHIN FLOOD PLAIN	PERCENTAGE WITHIN FLOOD PLAIN
R-15	913	133.15	14.58
R-10	3,590	423.15	11.79
R-8	0	0	0
R-6	2,393	276.44	11.55
MF	37	8.04	21.73
A-1	115	29.61	25.74
O-I	109	3.68	3.37
B-1	136	5.51	4.05
B-2	410	113.42	27.66
B-3	75	7.12	9.49
B-4	68	0	0
B-5	247	0	0
I-1	131	15.61	11.91
I-2	1,226	321.44	26.21
TOTAL ACREAGES AND PERCENTAGE	9,450	1,337.17	14.14

Of the 3,590 acres in the R-10 zone, 423.15 acres or 11.8 percent of the zone lies within the flood plain. Large R-10 acres susceptible to flooding include the area north of the Tar River and south of Barnum Road, the area around Sunset Park, the western portion of Williford Town, and Cloverdale. Other R-10 areas which would be subject to flooding to a lesser degree include portions of Quail Hollow, Fox Run, Farmington, Woodridge, Candlewood, Englewood Park, Talbert Park, and areas along Hornbeam Branch, Goose Branch, and Cowlick Creek.

Of the 913 acres zoned R-15, 133.15 acres or 14.57 percent of the zone lies within the flood plain. The major R-15 area which would be inundated during an Intermediate Regional Flood lies primarily between the Tar River and Wildwood Avenue and Evergreen Road in planning districts twelve and thirteen.

Of the 37 acres presently zoned MF in the City, 8.04 acres lie in the flood plain, constituting 21.73 percent of the total MF area. This area lies east of the Tar River in one of the two MF zones in the City.

In addition to numerous residential areas, vast commercial and industrial areas lie within the flood plain. Approximately 14.42 percent of the City is zoned industrial and 9.87 percent is zoned for commercial use.

In the I-2 zone, there are 1,226 acres or 12.97 percent of the zoned land within the corporate limits. Of those 1,226 acres, 321.44 acres or 26.21 percent of the zone lies in the flood plain. The largest I-2 area lying within the flood plain is in the vicinity of the Rocky Mount Municipal Airport and is bounded by Thomas, Thorp, and Barnum Roads, and the tracks of the Seaboard Coast Line. The majority of the industrial development in the flood plain is located in that area. Other portions of the I-2 zone susceptible to flooding lie to the north and south of the area. To the south, the I-2 area surrounded by the Tar River, Church Street, Grand Avenue, and the tracks of the Seaboard Coast Line Railroad is flood-prone. To the north, the I-2 area subject to flooding is bounded by U. S. 301 Bypass, Thomas and Gelow Roads and the Seaboard Coast Line Railroad. Another major I-2 area susceptible to flooding is the area surrounding the Rocky Mount Cotton Mills.

Those I-2 zones lying in the flood plain not only contain a vast amount of land but numerous industrial establishments as well. The I-2 zoned portions of the flood plain contain six manufacturing firms; eleven business and commercial establishments; three government and educational facilities, two wholesale and commercial establishments; one transportation,

communications, and utilities center; and one retail trade establishment.

The I-1 zone contains 131 acres or 1.38 percent of the land within the corporate limits and includes 15.61 acres or 11.91 percent of its area in the flood plain. Those flood-proned I-1 areas are relatively small and contain considerably less development than those in I-2 zones. They are inclusive of the area between the Tar River and City Lake on both sides of U. S. 64 West and the area lying west of Cowlick Creek between Virginia Street and Raleigh Road. Primarily undeveloped, the I-1 flood plain areas contain the old power plant, the City substation, and five warehouses.

Of the 936 acres zoned commercial in the City, 126 acres or thirteen percent of the zone is located in the flood plain. Three of the five commercial zones contain flood plain areas; those include the B-1, B-2, and B-3 zones.

The B-2 zone is comprised of 410 acres of which 113.42 acres or 27.66 percent of the zone lies within the flood plain. The major B-2 area susceptible to flooding lies north of the Tar River and south of the intersection of U. S. 301 Bypass and U. S. 64 Bypass. Other flood-proned B-2 areas include those north of Thomas Road and along Hornbeam Branch, south of Barnum Road, east of the intersection of Poplar Street and Melton Drive, and within the city limits on both sides of U. S. 64 at its intersection with Sunset Avenue. Contained in those areas are nine business and commercial establishments; three service stations; one transportation, commercial, and utilities facility; and one cultural, entertainment and recreational area.

Of the 75 acres zoned B-3, 7.12 acres or 9.49 percent of the zone lies within the flood plain. However, none of the existing establishments lying within the flood plain area of the B-3 zone would be flooded during an Intermediate Regional Flood. Those areas which would be inundated in the B-3 zone lie to the rear of both Tarrytown Mall and Englewood Square Shopping Center.

Comprised of 136 acres, the B-1 zone contains 5.51 acres or 4.05 percent of its zone lying in the flood plain. Occurring in isolated cases, those flood-proned B-1 areas lie west of the intersection of U. S. 64 Bypass and Sunset Avenue, southeast of the intersection of Leggett Road and Barnes Street, and along Cowlick Creek and south of Raleigh Road.

Of the 109 acres in the O-I zone, 3.68 acres or 3.37 percent of the zone lies in the flood plain. That O-I flood-prone area lies south of Stony Creek and north of the intersection of Foy Drive and Zebulon Road.

Agriculturally zoned land comprises 1.21 percent of the City's zoned area. Of the 115 acres zoned agricultural within the corporate limits, 29.61

acres or 25.74 percent of the zone lies within the flood plain. The major A-1 zone susceptible to flood is located in the triangular area between Thomas Road, U. S. 301 Bypass, and U. S. 301 Business. A smaller A-1 area in the flood plain lies at the southern tip of Avondale Avenue.

With the exception of the R-8, B-4, and B-5 zones, eleven zones in Rocky Mount contain flood-proned areas. Provisions should be incorporated into the Zoning Ordinance to allow for flood plain controls in those zones. Of the 9,450 acres in Rocky Mount, 1,337.17 acres or 14.14 percent of the City's total area lies in the flood plain.

Improper zoning, such as those eleven zones lying in the flood plain, can be the result of overzoning or underzoning. By comparing Rocky Mount's zoning structure to the average structure of other cities, one would logically conclude that there is no significant over- or underzoning in the City's existing zoning structure. (Refer to Chart 4, page 41). However, over- and underzoning cannot be based on such a general premise. As indicated by the differences among the zoning percentages of the cities listed in Chart 4, land use needs vary from city to city. Thus, in order to correctly evaluate Rocky Mount's zoning structure, each zone in the City must be carefully reviewed in order that the zoning structure permit the City to function at its maximum efficiency and to achieve its maximum potential.

One method of evaluating the amount of under- or overzoning in each zone is through a survey of the amount of vacant, developable land in the zone. Although some 3,012 acres are vacant in Rocky Mount, some of those areas are undevelopable while others remain in the preliminary stages of development. Consequently, all components of the land use plan must be employed to evaluate the development potential of those vacant areas prior to the defining of areas of over- or underzoning. Although an excessive amount of developable, vacant land usually indicates overzoning, in some cases it does not.

Because all of the land use data distributed throughout this plan must be considered in determining overzoned or underzoned areas, it is impractical at this point in the plan to designate those areas. The land development plan section ((See Section III) will combine the results of the various sections of the plan and through that integration, it will project and propose future land uses. Thus, with the compliance of each rezoning request to those projected land uses, overzoned and underzoned areas can be eventually reduced to achieve a balance in the City's zoning structure.

COMPARISON OF ROCKY MOUNT'S ZONING
STRUCTURE TO MUNICIPALITIES OF SIMILAR SIZE

MUNICIPALITIES	SIZE		PERCENTAGES OF LAND ZONED FOR:													OTHER ZONES							TOTAL %
Include considera- tion of only those areas within the corporate limits.	1970 POPULA- TION	AREA IN SQ. MILES	RESIDENTIAL		INDUSTRIAL	COMMERCIAL	AGRICULTURAL	OFFICE AND INSTITUTIONAL	ARTS MEDICAL	FLOOD	PUBLIC	VACANT	SEMI- PRIVATE	RIGHTS-OF WAY	PLANNED UNIT DEVELOPMENT								
			SINGLE- FAMILY	MULTI- FAMILY																			
Greenville, N.C.	29,063	13	34.96	22	7.78	23.75	0	8.61	.99	1.83	0	0	0	0	0	99.92							
Jackson, Tenn.	39,996	25	17.7	24.8	18.3	8.9	22.6	.1	0	7	0	0	0	0	0	99.4							
Anniston, Ala.	31,533	17	40	15	13	27	2	3	0	0	0	0	0	0	0	100							
Petersburg, Va.	36,103	23	35	10	10	8	35	1	0	0	0	0	0	0	1	100							
Greenville, Miss.	39,648	11	35.91	2.03	7.35	3.1	0	0	0	0	5.94	19.61	1.92	24.14	0	100							
Lakeland, Fla.	48,200	19	52	22	8	13	0	1	0	0	0	0	0	0	4	100							
Rock Hill, S. C.	33,846	15	68.28	15.9	5.6	10.22	0	0	0	0	0	0	0	0	0	100							
Florence, S. C.	25,997	11	78.6	3.5	3.8	12.2	0	1.9	0	0	0	0	0	0	0	100							
AVERAGE*	35,548	16	45.3	14.4	9.22	13.27	7.45	1.95	.12	1.1	.74	2.45	.24	3.01	.62	99.9**							
Rocky Mount	34,284	14.4	47.64	25.71**	14.42*	9.87	1.21	1.15	0	0	0	0	0	0	0	100							

*All averages were found by dividing by a constant of 8.

**The average percentage is less than 100 because the percentage totals supplied by Greenville, N. C. and Jackson, Tenn. were below 100 percent.

***Multi-family zoning is constituted by the R-6 and MF classifications and although multi-family dwellings are allowed in the R-6 zone, only 240.44 acres of the MF and R-6 zones are utilized for MF development.

Nonutilization of Vacant Land Within the Corporate Limits

The nonutilization of vacant land within the corporate limits results in a number of land use problems which directly effect the efficient operation of the City and the establishment of a sound municipal land use program. Map 5 on page 44 depicts the spatial distribution of all vacant properties within the confines of the municipal corporate limits. Chart 5 on page 45 provides a statistical analysis by planning district of the distribution of vacant land and the percentage of the vacant land which is in each of the City's zoning classifications.

The loss of a maximum tax base is one of the land use problems created by vacant lots. The existence of vacant lots decreases the real estate base of the City's tax structure; thereby, producing less than the maximum potential tax revenues. Simultaneously, vacant lots create in some cases, financial burdens for the property owners because they are taxed (at a reduced rate) while the owner does not derive any monetary gain because of the lack of improvements to the property. Furthermore, many vacant properties in the more blighted sections of the City have become a land use problem and a public burden by accumulating a backlog of overdue taxes. In comparison, there is very little developed property that has accumulated unpaid taxes.

When fringe residential areas contain significant amounts of vacant land, the potential for the land use problem of leapfrog development (development not contiguous to the existing municipal development) is increased. Leapfrog development occurs because of one or more of the following reasons:

- The establishment of a buffer zone between existing blighted or undesirable developments and stable residential areas.
- The lack of land adjacent to existing urbanized areas which is available for expansion of the urbanized areas.
- The cost of less expensive land which is noncontiguous to the corporate limits.

Problems initiated by leapfrog development, especially relative to community utilities and facilities, are best comprehensively summarized by stating that the extensive operation of municipal services represents a higher per capita operational cost in areas of fragmented development as opposed to the maximum and intensive operation of those services in areas characterized by total land utilization.

Another land use problem created by vacant lots are health hazards in urban areas. Those health hazards occur in areas because of the existence of insects and rodents on many undeveloped properties. Such properties also afford places where vandalism and other criminal offenses may be committed. The aesthetics of unkept lots compared to well developed lots create a minor

physical and psychological ill which was identified in the Citizen Attitude Survey as a municipal problem.

The existence of vacant lots within a residential area over an extended period of time is representative of other factors which may limit the growth of an area. Examples of those limitations are outdated subdivision and street designs, the incompatibility of contemporary residential units with existing dwelling units, the presence of blighting influences in some established areas and the evolution of new life styles. Therefore, the majority of the demand for residential construction is toward new subdivisions which exemplify the characteristics of the latest innovations in housing techniques.

A spatial distribution and quantitative analysis of the vacant land within the city limits as shown on Map 5 and Chart 5 provides detailed information for an indepth breakdown of vacant properties within each planning district. This analysis considers only the vacant properties within the corporate limits which have been surrounded by urban growth and has immediate development potential. Vacant areas within the planning area but outside of the corporate limits were not considered because of their use for agricultural purposes and, in many cases, the uncertainty of future development. This analysis also includes a narrative explanation of the vacant areas which identifies the reason for their existence. The basis for the narrative included consideration of past and current development trends in the planning districts, physiographic features of the land, a review of past rezoning petitions, and current land use demands. In the analysis, the following factors were revealed as reasons for the lack of development of vacant properties:

- -Some properties are subject to severe and seasonal flooding.
- -Vacant lots exist in newly created subdivisions that have not had a reasonable amount of time in which to be completely developed.
- -Certain areas are vacant because small developers can only develop large tracts of land in a staged development approach as financing will permit.
- -Absentee ownership of properties is responsible for a certain amount of land vacancy.
- -A minimal amount of vacant land within the City is used for agricultural production.
- -Land speculation creates land vacancy for extended periods of time.
- -The irregular or unusual lot platting creates vacant areas.
- -Physiographical features such as a high ground water table or poor drainage causes some properties to be undeveloped.
- -Properties in blighted or deteriorated areas are not deemed profitable to develop or to be redeveloped.
- -Overzoning for specific types of land uses may create a surplus of land in a zoning classification; thereby creating more land area in a zoning classification than the market demands.
- -Some properties are held by public bodies as future sites for certain community facilities.

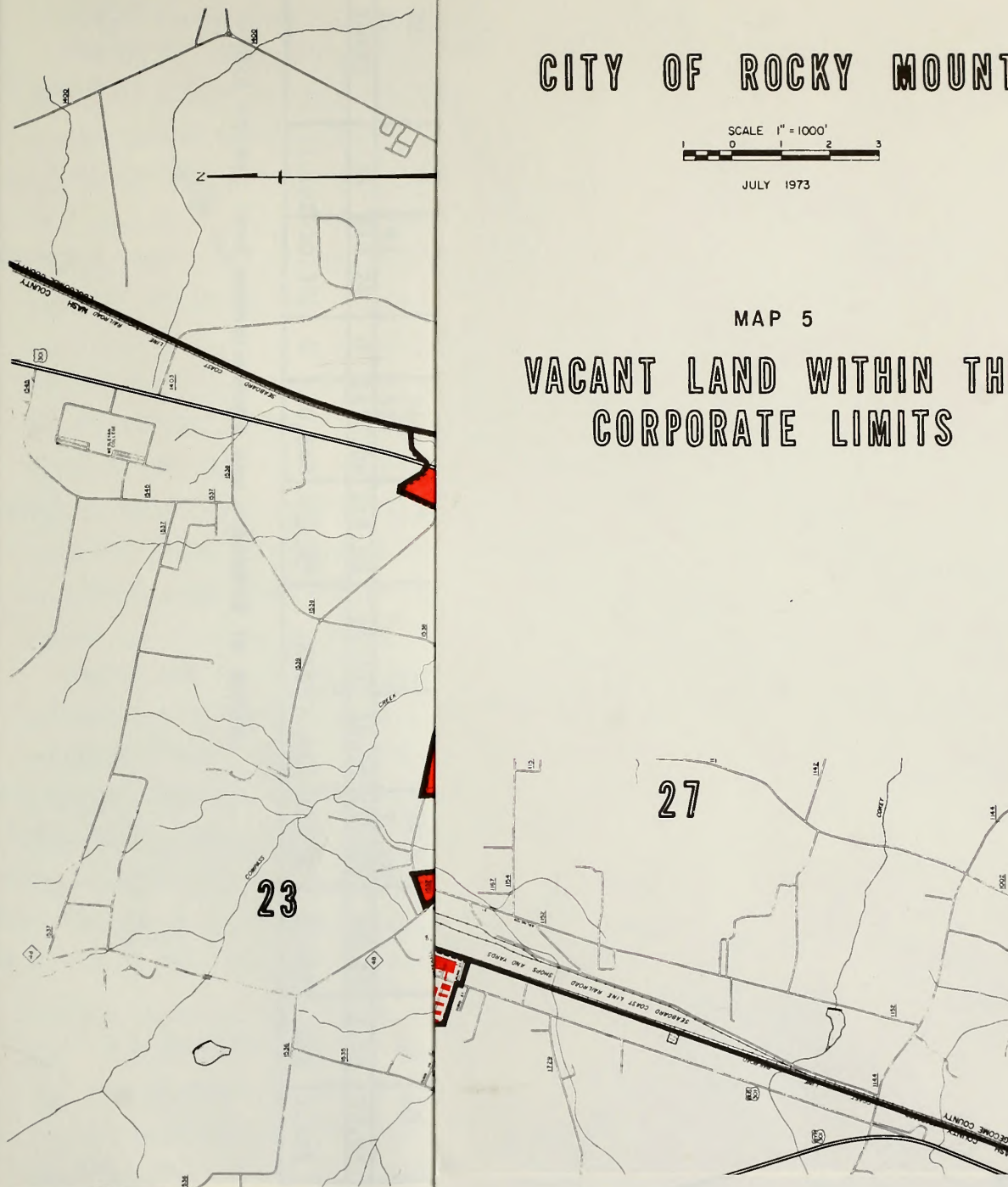
CITY OF ROCKY MOUNT

SCALE 1" = 1000'
0 1 2 3

JULY 1973

MAP 5

VACANT LAND WITHIN THE CORPORATE LIMITS



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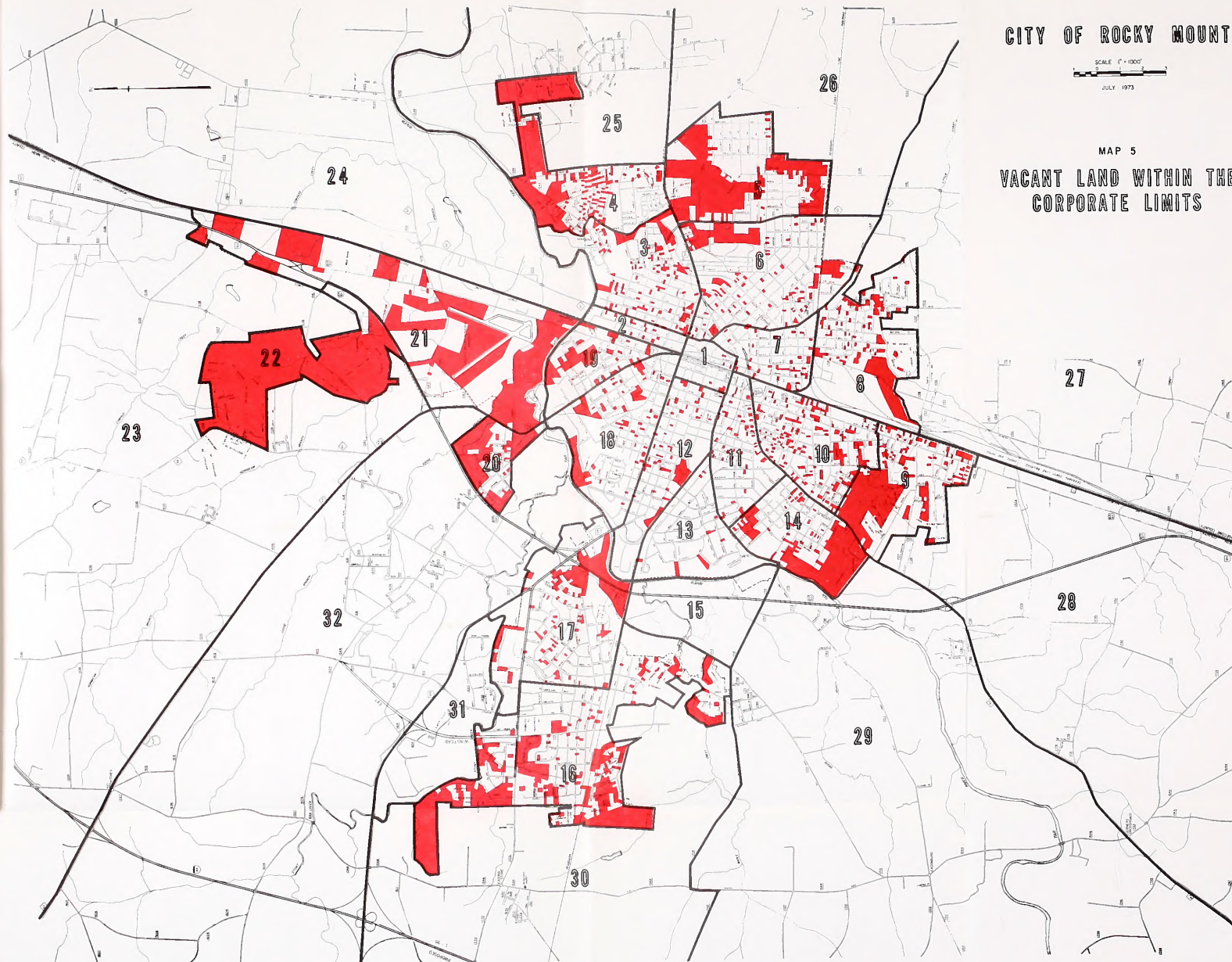
- -Some properties are subject to severe and seasonal flooding.
- -Vacant lots exist in newly created subdivisions that have not had a reasonable amount of time in which to be completely developed.
- -Certain areas are vacant because small developers can only develop large tracts of land in a staged development approach as financing will permit.
- -Absentee ownership of properties is responsible for a certain amount of land vacancy.
- -A minimal amount of vacant land within the City is used for agricultural production.
- -Land speculation creates land vacancy for extended periods of time.
- -The irregular or unusual lot platting creates vacant areas.
- -Physiographical features such as a high ground water table or poor drainage causes some properties to be undeveloped.
- -Properties in blighted or deteriorated areas are not deemed profitable to develop or to be redeveloped.
- -Overzoning for specific types of land uses may create a surplus of land in a zoning classification; thereby creating more land area in a zoning classification than the market demands.
- -Some properties are held by public bodies as future sites for certain community facilities.

CITY OF ROCKY MOUNT

SCALE 1" = 1000'
JULY 1973

MAP 5

VACANT LAND WITHIN THE
CORPORATE LIMITS



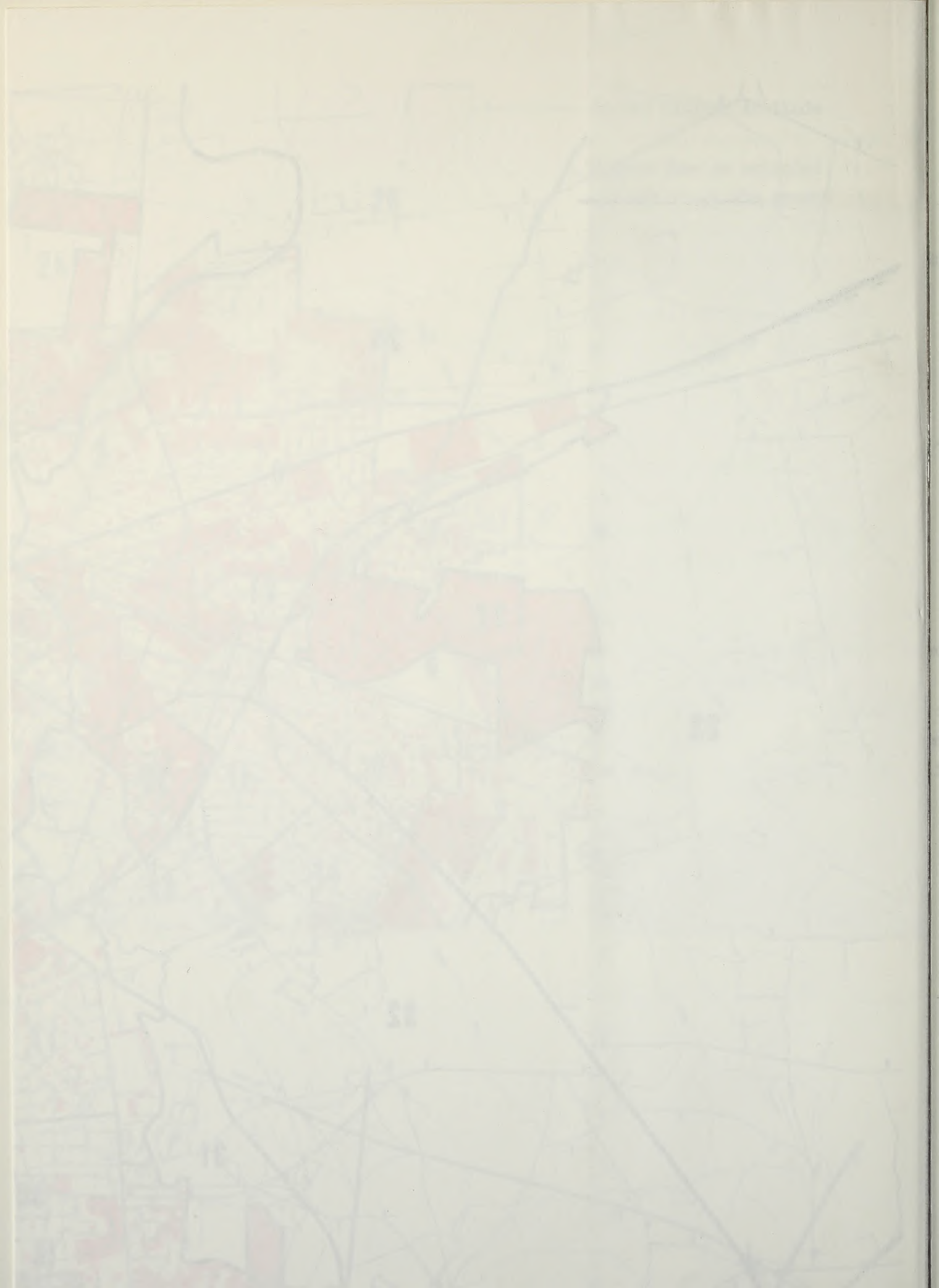


CHART 5

ZONING ANALYSIS OF VACANT LAND PER PLANNING DISTRICT

PLANNING DISTRICT	MF	ZONES													TOTAL
		R-6	R-8	R-10	R-15	O-1	B-1	B-2	B-3	B-4	B-5	I-1	I-2	A-1	
1		.34													7.77
2		2.55													4.05
3		44.6													55.60
4		99													244.20
5		8.5													316.50
6		21.75													104.51
7		8													15.75
8		25.5													91.50
9		125													159.50
10		55													71.25
11		9													17.40
12		7.5													30.33
13															12.50
14	36	29													145.25
15		23													23.00
16															305.50
17		.5													135.50
18		20.25													64.69
19		47.75													60.0
20															100.0
21															509.50
22		91													560.68
TOTAL	36	618.24	0	1416.06	219.50	24.33	49.75	129.68	55.75	1.10	55.98	28.45	352.39	47.75	3034.98
	1.19%	20.37%	0	46.66%	7.23%	.80%	1.64%	4.27%	1.84%	.04%	1.84%	.94%	11.61%	1.57%	100%

*All vacant land measurements are computed in acres.

In planning district one, forty-nine percent of the vacant space is caused by businesses vacating the premises or the demolition of a deteriorated land use that has very little potential to be occupied again. Approximately forty-six percent of the undeveloped land area is zoned for office and institutional land use. The remaining five percent is vacant residential space.

In planning district two, sixty-three percent of the undeveloped space represent scattered residential lots in slowly deteriorating areas. The remaining vacant land area, 1.5 acres, includes industrially zoned land.

Planning district three has eighty-eight percent of its vacant area zoned for residential use. Most of that land is comprised of lots dispersed throughout the district which are deteriorating for residential purposes. This residentially zoned area does encompass the three acre site of the undeveloped Holly Street Park. The remainder of the unoccupied land which is located in proximity to Brown's Chicken & Barbecue is zoned for business or light industrial land use. That property has very little potential to be developed as zoned.

Planning district four has 227 acres or ninety-three percent of its vacant land area zoned for residential use. The majority of that ninety-three percent is composed of the recently created subdivisions of Charter Oaks and Cloverdale. However, a significant number of vacant lots do exist in the established neighborhood of Hillsdale and the area around Springbrook Drive and Fountain Street. The other seventy percent of vacant land is zoned commercially and half of this land is under construction for the establishment of Peoples Plaza Shopping Center on Raleigh Street. The other undeveloped and commercially zoned land lies in the southeast quadrant of the Barnes Street and Leggett Road intersection.

In planning district five, eighty-seven percent of the undeveloped land is zoned for residential use. A substantial portion, inclusive of areas in the southeastern and northern parts of the district, is utilized for agricultural production. The remainder of this residentially zoned land, aside from a few vacant lots, is tentatively slated for staged development by small developers. Twenty-two out of the twenty-seven commercially zoned vacant acres are being developed as two shopping centers on Fairview Road at the Raleigh and Tarboro Street intersections. The remaining 5.5 acres are located south of Tarboro Street along the eastern side of Fairview Road. The twelve vacant acres zoned I-1 on Fairview Road have very little development potential unless the existing telephone company activities increase significantly. It is unlikely that the vacant I-2 zoned property in the extreme southeast corner of the planning district will be developed since the existing abattoir operation has reached its full development potential. This abattoir is responsible for the undeveloped

state of the surrounding residential lots.

Planning district six contains 104.51 acres of vacant land. Eighty-four of those acres are zoned residential. However, a 35.26 acre site reserved for the expansion of an existing cemetery and/or school is included in this zone. The other residentially zoned vacant land consists of individual scattered lots. The majority of those vacant lots occur in blighted or deteriorated areas. The vacant B-1 zoned property is located on Parker Street near its intersection with Raleigh Street and on Fairview Road at its intersection with Swift Road. The surrounding area is already developed with sufficient neighborhood shopping facilities which leaves little development potential for those sites. B-4 and some B-5 undeveloped areas occur in the western extremity of this district along Atlantic Avenue. Those sites are in a state of transition from residential land use to viable business property. The remaining B-5 and the I-2 zoned land is located in the Daughtridge Oil Company section south of the Tarboro spur track of the Seaboard Coast Line Railroad. This B-5 and I-2 zoned land does have latent development potential.

In planning district seven, fifty percent of the vacant land is comprised of residentially zoned lots dispersed in various locations within this deteriorating district. The majority of the remaining undeveloped properties, 7.25 acres, are zoned B-5 and B-1 and have practically no potential for development due to poor accessibility in areas adjacent to the SCL's Emerson Shop site and inadequate land area within each of the parcels which are dispersed throughout the area.

Planning district eight contains forty-eight acres or fifty-two percent of its vacant land in an I-2 zone. This area is undeveloped because of poor drainage along a tributary of Little Cokey Swamp and an inadequate street network. Some 38.5 vacant acres composed of random undeveloped properties are zoned for residential use. Blighting conditions and sluggish development of the planning district are the factors responsible for five acres of undeveloped business properties along Cokey Road and the Tarboro spur track of SCL Railroad.

In planning district nine, ninety-five percent of the vacant land is zoned for residential use. Approximately sixty-five percent of that ninety-five percent is utilized for agricultural production. The remainder of the residentially zoned vacant properties occur as undeveloped lots. Those lots, located in the eastern half of the district, are not developed as a result of deteriorating and blighting influences. The vacant subdivided lots in the western portion of the district in the Westbrook subdivision are victims of a tight money market for the development of low- to moderate-income housing.

Seventy-seven percent of the undeveloped land in planning district ten

represents numerous scattered lots in a blighted environment. The vacant B-5 and I-2 areas including twelve acres and 3.25 acres, respectively, are comprised of small scattered lots along the main SCL Railroad track and South Church Street that are not adequate in area or shape to be developed by new establishments. In addition, there are three small noncontiguous parcels of B-1 zoned property which total one acre in area.

Planning district eleven contains 5.4 acres of vacant business land and twelve acres of undeveloped residential land. The vacant business properties consist of lots too small and too widely dispersed in proximity to Raleigh Road and the Spring Hope spur track of the SCL Railroad to allow any significant business construction. Scattered residential lots constitute the undeveloped residential land.

Planning district twelve has eighty-seven percent of its vacant land comprised of scattered residentially zoned lots. A significant portion of those lots are located between the City's Senior High School and an old industrial operation, and relatively close to the Spring Hope spur line of the SCL Railroad. Those three factors are responsible for the immediate surrounding vacant land. The vacant O-I zoned properties consisting of 2.83 acres are located on the fringe of the CBD. Those O-I zoned lots are in a period of transition and should be developed as O-I land use in the near future. Two acres of vacant business land are situated adjacent to the CBD along Franklin Street. The redevelopment of that property is uncertain at the present time.

Planning district thirteen has ten vacant residentially zoned lots, constituting 12.5 acres, dispersed throughout the planning district. Those ten lots do not constitute any problems to the existing neighborhoods due to the exclusive nature of the subdivisions therein.

Planning district fourteen has seventy-three percent of its vacant land area zoned for residential land use. Approximately thirty-six acres in the southern portion of the planning district are to be developed as a mobile home park. The remaining vacant residential areas are comprised of scattered lots in the Williford Town community, lowlying areas adjacent to Tar River which are susceptible to flooding and a 10.4 acre future school site. A thirty-three acre commercially zoned area located between the proposed mobile home park and N. C. Highway 97 is tentatively slated to be developed as a shopping center.

Planning district fifteen has only twenty-three acres of land with the corporate limits. All of that land is vacant; however, 6.7 acres of that tract are being developed for a condominium complex.

Planning district sixteen contains a large amount of vacant subdivided land. Ninety-one percent of this vacant land is residentially zoned. That vacant land is composed of lots in seven subdivisions. The vacant lots in Woodridge Subdivision located between Sunset Avenue and Stony Creek were subdivided in the early 1960's and the high vacancy rate in this subdivision results from the lack of water and sewer lines and paved streets in the area. The Candlewood Subdivision located to the west of Woodridge is experiencing rapid development by lot owners which should eliminate the vast majority of the present vacant lots. Located just south of Sunset Avenue and the Woodridge Subdivision are a number of vacant lots in the Westridge community. Those undeveloped properties in the Westridge community represent widely dispersed lots and one consolidated section of lots situated along Fairfield Drive which have not received final plat approval. In the westernmost part of this planning district are located the subdivisions of Woodgreen and Kandemor. Lots within those two subdivisions are quite expensive and will develop slowly due to the cost factor and competition from other high caliber subdivisions. The Farmington Subdivision which contains a significant number of vacant lots should continue to develop at a moderate rate since public utilities have recently been installed to serve those lots. The final subdivision containing vacant lots in this planning district is Quail Hollow. This subdivision has experienced a tremendous amount of residential development over the past year. The remaining vacant lots should develop as soon as all utilities are installed. The remaining vacant nonresidential properties include six acres of O-I zoned land and 20.5 acres of commercially zoned property. The vacant O-I land fronts on Sunset Avenue and has much development potential for office use. The B-3 zoned site calls for the establishment of Westridge Shopping Center in the southwestern corner of the Sunset-Winstead Avenue intersection.

Planning district seventeen contains significant amounts of residentially and commercially zoned vacant land. The vacant residential property consists of widely dispersed lots and two relatively large parcels of land, one located behind Englewood Square shopping center and the other situated between Dover Road and U. S. Highway 301 Bypass. Those two larger parcels of residentially zoned land have little potential to be developed as such because they are surrounded by conflicting land uses. The Englewood Square location is encompassed on one side by O-I land uses and on the south and east sides by two business zones while the second area is located adjacent to U. S. Highway 301. The development potential of the remaining scattered vacant lots is hampered by the

competition from newer subdivisions. The five acres of vacant O-I zoned land are situated along Foy Drive and have a good potential to be developed as zoned.

Forty-two percent or fifty-seven acres of the vacant land within the district is zoned for commercial use. Approximately one half of this commercially zoned land fronting on U. S. Highway 301 is susceptible to flood waters from the Tar River and Maple Creek. The upland portion of this land is hampered from developing as a commercial land use by the existing shopping centers of Tarrytown and K-Mart.

Planning district eighteen contains sixty-four acres of vacant land. Seventy-five percent of this vacant land is zoned for residential purposes. Some of this vacant residential land is comprised of scattered lots; however, the majority of this land consists of property along Tar River to be acquired for the extension of Sunset Park, the site of an old rock quarry adjacent to River Drive and vacant lots previously used by Rocky Mount Mills for the housing of mill employees. The vacant O-I zoned land includes properties near the site of the former Park View Hospital. One acre of vacant commercially zoned land lies adjacent to Pearsall Oil Company and another one acre site is located in the block bounded by Gay, Franklin, West Thomas and North Pearl Streets. There are approximately ten acres of industrially zoned vacant land located at several locations in proximity to the Rocky Mount Mill railroad spur line.

Planning district nineteen has sixty acres of undeveloped land. Eighty percent of this vacant land is residentially zoned. The vast majority of this vacant residential property is located in lowlying areas and is utilized for agricultural production. The remaining part of the residentially zoned vacant land is included in lots scattered through the district. The vacant O-I land in this district consists of lots near the old Park View Hospital site. The vacant B-2 and I-2 properties are situated between North Church Street and the main line of the SCL.

The vacant land in planning district twenty is composed of ninety-five percent residentially zoned land and five percent commercially zoned land. Approximately two-thirds of the vacant residential land is used for agricultural production. The remainder of the residentially zoned vacant land is comprised of lots within the Swelton Heights Community. The vacant commercially zoned land is located along U. S. Highway 301 Bypass just south of Hunter Hill Road (S.R. 1544) and has little development potential because of limited highway access.

Planning district twenty-one contains more vacant land than any other planning district in the city limits. Some 140 acres of the area are zoned for

residential land use; however, approximately eighty-two of these acres are owned by the City and are being developed for Battle Park as recreational land use. The remainder of the R-10 vacant area south of Barnum Road will be utilized by the right-of-way of U. S. Highway 64 Bypass which is slated for construction in 1979-80. The residentially zoned land north of Barnum Road has no potential for such land use due to its proximity to the future U. S. Highway 64 Bypass, nearby industrial operations and future high traffic volumes on N. C. Highway 43. Existing vacant commercially zoned land, except for six acres south of Barnum Road, is located north of Thomas Road (S. R. 1542) along U. S. Highway 301 Bypass and 301 Business at various locations. The vacant industrially zoned land, twenty-eight acres, is composed of the old Rocky Mount airport land area and several sizeable tracts of land located along U. S. Highways 301 Bypass and Business. The present operation of the old airport for private aircraft is the main reason for the nonintensive use of the area. In the center of the triangular tract of land formed by Thomas Road (S. R. 1542) and U. S. Highway 301 Bypass and Business forty-two acres of agricultural zoned land exists.

The vacant area of planning district twenty-two constitutes seventeen acres of vacant commercially zoned land fronting on U. S. Highway 301 Bypass and in the Northgreen Village, planned unit development, ninety-one acres are zoned for multi-family land use, 15.68 acres for neighborhood shopping facilities, 437 acres for single-family purposes of which 264 acres will be developed for a golf and country club. It is estimated that within five years Northgreen Village will be eighty percent developed.

Development Occurring Within the Tar River and Stony Creek Flood Plains

The occurrence of development within the Tar River and Stony Creek flood plains is a land use problem which jeopardizes the general welfare of the City of Rocky Mount. The basis for deriving the magnitude of the flood plain was the 1968 U. S. Army Corps of Engineers Study of the Tar River and Stony Creek Flood Plains. That study is a record of the largest known floods on the Tar River and Stony Creek and is a description of the estimated effects of probable future floods of two magnitudes: the Intermediate Regional Flood and Standard Project Flood. Based on the study's flood profiles of the Intermediate Regional Flood which has an average frequency of occurrence of once in 100 years, the area that would be inundated by such a flood is depicted on Map 3, page 18.

Development has taken place at varying rates throughout the Tar River and Stony Creek flood plains. Some of the most extensive developments have occurred at the upper end of the flood plains, but in the city limit

Development has taken place at varying rates throughout the Tar River and Stony Creek flood plains. Very few structural developments have occurred at the upper and lower limits of the Tar River flood plain, but in the city limits of Rocky Mount considerable development exists. For example, industrial and commercial development has taken place rapidly in the strip of land between the business route of U. S. Highway 301 and the Seaboard Coast Line Railroad in the northern portion of the City. The upper portion of the Stony Creek flood plain is relatively undeveloped or devoted to agricultural purposes, while the lower portion has been primarily converted into residential and commercial areas. Tarrytown Mall, a relatively new shopping center lying in the lower portion of the Stony Creek flood plain, was elevated above the Intermediate Regional Flood Stage when constructed. Filling of areas within the flood plain could cause the inundation of other areas beyond the flood plain. Also, the hard-surfacing of an area such as that around the mall decreases the permeability and increases the rate of surface runoff which results in an increase in the volume of the floodwaters. The construction of Tarrytown Mall does not individually create a significant problem. However, the occurrence of additional similar developments in the flood plain would have an adverse effect by greatly increasing the displacement of floodwaters. Flooding could effect hundreds of houses, buildings, many miles of streets, utilities, and other valuable investments. The flood plain lying within the Rocky Mount planning area includes some 1,400 residents, 450 structures housing from one to four occupants, fifty-five small business structures and fifty other structures.

In order to prevent a significant loss of property and to protect the general welfare of the City, flood plain regulations must be imposed to control development in the Tar River and Stony Creek flood plains. Local governments have been empowered through the North Carolina General Statute No. 143-214.51 ("Flood Plain Regulations Law") to regulate the placement of any obstruction which is not a natural obstruction in the floodway.* Increased development in the flood plain has necessitated the need for flood plain regulation through local legislative action. The adoption of a flood plain ordinance could prevent unwise development in flood plain areas and simultaneously allow profitable and nondetrimental uses of those areas.

*The floodway has been defined as that portion of the channel and flood plain of a stream designated to provide passage for the 100-year flood, without increasing the elevation of that flood at any point by more than one foot.

Public Transportation Facilities

The Safety Transit Company, privately owned bus lines, presently maintains the public transportation system for the City of Rocky Mount. Operating with a maximum of six of its twelve buses, the Company provides six routes which are dispersed over the City. Those routes, forming a dendritic pattern, tend to intersect in the Central Business District. Although most of those routes are geared to the downtown area, the buses are used primarily as transportation to places of employment, rather than for shopping purposes. Of the approximate 860 passengers utilizing the bus lines per day, seventy percent are employees and thirty percent are shoppers. Thus, the most active hours where the public transportation is necessary is in the early morning hours and late afternoon. Between 7 and 9 A.M., there are usually twenty passengers per bus, filling approximately sixty-six percent of the buses. The buses cover all shopping centers in the City and for those buses, there are generally four passengers per bus. Of the approximately 860 people utilizing the system daily, eighty-five percent are Black. About seventy percent of those passengers reside specifically in the Black neighborhoods on the Edgecombe County side of Rocky Mount.

It is probable that several bus routes will be extended in the future to unserved areas. Those routes where extensions have been requested are along Cokey Road and on Sunset Avenue past Englewood Square Shopping Center. The least utilized of all routes serves Westhaven. The Cokey Road Redevelopment Project is expected to boost the number of passengers in that area and will necessitate the extension of that route.

Although there has been an expected high demand for public transportation because of the Energy Crisis, there has been no apparent increase in the number of public transit passengers in Rocky Mount. However, there have been requests by several local industries for the Safety Transit Company to transport its employees daily. Such a contractual agreement with the industries would offer public transportation on an hourly basis. However, no plans have been established to service the industries.

Although the Energy Crisis could demand a strong reliance on the public transportation system, determination of the future demands on the system is presently infeasible because of the obscurities of the Crisis. Should the seriousness of the Crisis continue or enlarge the likelihood of increased utilization of public transportation would be enhanced. Since the Crisis' origination, statistics have indicated in other cities that the number of passengers utilizing public transit has increased by five to six percent.

Consequently, prior to approval of rezoning actions and subsequent subdivision approvals in the future, the City should give consideration to the location of existing public transportation routes and the possible expansions of those routes. This is particularly important with respect to low-income developments.

Need for Coordinated Planning Activities Through the Various Local Governmental Agencies

Adequate long range planning demands coordination between the various local municipal, county, and regional government agencies. In the past, there has been a definite lack of coordination and communication between area governmental units which has caused an overlapping and duplication of services among those units. Also, there has been a lack of public understanding of the various governmental planning programs and their relationships to other agencies in the area. The establishment of coordination and communication between local governmental units would support an orderly management of growth, land use planning, and an economic balance for the region.

To insure coordinated planning, the elected officials and community leaders of Rocky Mount, the Region L Council of Governments, and the Boards of Commissioners of the five counties in Region L all need to establish a continuous line of communication. The Council of Governments may provide the vehicle by which that communication may be achieved. The establishment of communication through the Council could alleviate the duplication of services among the governmental units of the region. For example, a joint effort by Wilson and Rocky Mount to construct the Tar River Reservoir could have increased the size of the reservoir and its facilities, provided both municipalities with an abundant water supply, and over a long-term period would have been less expensive for Wilson. However, because of the failure to initiate a joint effort and because of an insufficient municipal water supply, Wilson has had to negotiate an agreement with Rocky Mount to install separate pumps at the reservoir to provide water during prolonged dry periods. Another area of joint concern is that the Rocky Mount-Wilson Airport is providing an insufficient number of flights to and from the region. The officials of participating governmental units need to work with administrative officials of Piedmont Airlines in a concerted effort to obtain a maximum number of flights at the airport.

Coordination of planning is also needed between Rocky Mount and the surrounding counties of Edgecombe and Nash. In order that proper growth and development occur in those three governmental units, coordinated zoning controls and subdivision regulations should be adopted and enforced. Nash County and Rocky Mount have zoning ordinances and Edgecombe County is in the midst of establishing one. Those controls and regulations should correlate particularly in the area extending three miles beyond the Rocky Mount corporate limits where future growth of the City is most likely to occur. Other controls which directly or indirectly affect existing and future land use and development in urban fringe areas are also needed. Those include strict implementation of the State building code by the City and the counties to insure uniform housing standards, the initiation of policies regionalizing the management of water supply and sewer systems, and coordinated planning for thoroughfare improvements in the area. In addition, the various governmental officials need to promote the improvement of the community and the region through mutually coordinated support for new educational facilities, recreational programs, and other service oriented facilities.

SUMMARY OF LAND USE PROBLEMS

Of the ten land use problems identified in this section, the following four should receive major consideration:

- -Lack of adequate recreational land and facilities/
nonimplementation of the Park and Recreation Plan.
- -Expensive and inadequate housing supply.
- -Deterioration of the Central Business District.
- -Development occurring within the Tar River and
Stony Creek flood plains.

Of those four problems, the first three were initially ranked first, third, and fourth among the results of the Citizen Attitude Survey. However, the city administration feels that the housing problem should be given co-equal status with the recreational problem. Also, although the problem of development within the flood plain was not identified in the Survey, the Planning Board and the Planning Department considers it as a problem of major significance.

Although there is a diversity among the land use problems, they are all interrelated through the land development process. In that process, the presence of any one of the land use problems may ultimately complicate the magnitude of other problems. For example, the high demand for housing has allowed rapid residential development in some areas of the City to surpass the number of parks established in those areas over the same period. Thus, there has been an imbalance in the number of residents in the area and the number of recreational facilities to meet those residents recreational needs. In other residential areas, that critical demand for housing has allowed the construction of dwelling units in the flood plain. Many of those once open space areas in the flood plain, which now contain development, could have served as prime recreational sites. Development in the flood plain has also been encouraged by the locating of major thoroughfares in flood-proned areas. In some of those areas of the flood plain, the construction of thoroughfares has produced seemingly choice sites for business development. The situating of commercial interests along thoroughfares, commonly referred to as "strip commercialization", has not only occurred in the flood plain but throughout the City. In those areas, the end result has sometimes been the deterioration of adjacent residential areas. Another type of commercial development has been the establishment of shopping centers in peripheral areas along easily-accessible transportation arteries. Primarily designed to cater

to the residents of outlying subdivisions, the shopping centers have generated high traffic volumes and created traffic hazards. Simultaneously, those residential and commercial development trends around the City's peripheral areas have contributed to the deterioration of the Central Business District. Although the market trends do not emphasize its commercial revitalization, the CBD is in dire need for renovation and new direction. The establishment of a civic center, serving as a center for educational, recreational, cultural, religious, and business functions, could act as a viable method of revitalization in the downtown area. That revitalization could be augmented by the renovation of the downtown area through local funding. Such renovation could also make the CBD aesthetically pleasing to residential areas in close proximity to the downtown area.

Comprehensively, one can see that all of the land use problems are directly or indirectly integrated into the operations of the City. Through a concentrated effort to resolve those problems, a more efficient municipal operation will result.

LAND USE ANALYSIS

The land use analysis identifies the amount of land devoted to each type of land use and the relationships between the various land uses within the planning area. The existing land uses are depicted on Map 6, page 61. Those land uses were identified through a windshield survey of the Rocky Mount planning area and a constant update of the data compiled by the building permits issued subsequent to the field survey.

The Standard Land Use Coding Manual, First Edition 1965, published by the U. S. Government Printing Office provided the general basis for the identification and coding of land use activities. For the purpose of clarity, a slight deviation from the Standard Land Use Coding System was employed. The following eleven listings include land use categories used in this Plan:

- -transportation-inclusive of opened street, highway and railroad ~~rights-of-way~~; establishments and properties functioning as part of the transportation network.
- -communication and utilities-inclusive of major power line ~~rights-of-way~~, transmitting stations and businesses dealing with communication equipment.
- -manufacturing-inclusive of establishments that produce a commodity on the premises and excavation of soil and rock.
- -wholesale-inclusive of business establishments that distribute and sell commodities primarily to retail establishments for consumption by the public.
- -retail-inclusive of establishments that sell a commodity to a consumer.
- -business service-inclusive of establishments and properties that render a function or a performance of labor; business establishments in which no commodity is exchanged or sold and not otherwise classified herein.
- -governmental and educational properties-inclusive of properties utilized by a public governing body or performing a function thereof; fraternal orders and religious institutions.

- -entertainment, culture and recreation-inclusive of properties and establishments utilized primarily for one's personal enjoyment and relaxation not otherwise classified herein.
- -multi-family residences-inclusive of properties containing three or more dwelling units in the structure and/or multi-family developments containing some duplex structures. Mobile home parks are considered as "horizontal apartments"; and, therefore, they are included in the multi-family classification.
- -single-family residences-inclusive of all structures containing one dwelling unit and duplexes intermixed with single-family structures.
- -undeveloped land and agricultural land-inclusive of land not developed for urban purposes.

Methodology for Land Use Analysis

In order to facilitate this analysis, the Rocky Mount planning jurisdiction has been divided into thirty-two planning districts. Those planning districts are shown on Map 2, page 15. Chart 6 summarizes the acreage for each type of land use within each planning district. All measurements were produced through the planimetric measurement of all land uses from maps of 1"=500' and 1"=1000'scales. Planning districts 1-22 are inclusive of all properties within the corporate limits and small parcels of land contiguous to the municipal boundary and, therefore, are construed to represent the composition of the City's land uses. For analytical purposes of the plan, all land not developed for urban purposes within the City has been classified as vacant land.

Planning District One

The initial development of the central business district, planning district one, was spurred by the construction of the railroad depot in 1840. That initial development consisted of commercial, business service and community facility establishments. The original lot subdivision of the area is primarily responsible for the present inadequate spatial distribution of the downtown businesses. Approximately fifty-one acres, fifty-nine percent of the land area, are utilized for wholesale, retail or

business service activities. Slightly over fifteen acres of land, eighteen percent of the district, are developed as streets, parking lots and railroad rights-of-way. Nine percent of the land area consists of governmental land uses. The .63 acres of recreational land uses includes the downtown theaters and billiard parlors. Residential usage is limited to four acres of land containing one apartment complex of thirty-six units and nine single-family dwelling units. In addition, there are 7.77 acres of undeveloped land.

Until the past fourteen years, the CBD was the only significant retail and business center in the planning area. Since 1960, the downtown area has experienced a loss of some of its prominence as the only major municipal retail center, because recently developed large community and regional shopping centers afford the amenities of ample parking, convenient access to major arterials, aesthetically attractive building design and proximity to the residential service areas. None of those factors may be associated with the CBD.

Planning District Two

Planning district two is basically a residential and industrial area. Those two land uses along with street and railroad rights-of-way comprise seventy percent of the district's total land area. The City garage, an electrical substation and storage area for heavy equipment and utility supplies are located within this district on a 7.46 acre site. The industrial activities combined with the noise emissions of trains and constant vehicular traffic in the district create environmental deterrents to the preservation of stable residential areas. The housing shortage facing the low-income populace is primarily responsible for forcing the utilization of residential properties in the district. A portion of Tom Stith Park constitutes the next largest land use, containing 9.98 acres. The remaining land uses, inclusive of wholesale, retail, service activities and 2.49 acres of vacant land, account for 11.12 acres, all of which are located south of East Grand Avenue.

Planning District Three

Planning district three, consisting of 452 acres, contains the majority of the oldest Black populated section of the City. The remainder of that Black neighborhood is separated by Cowlick Creek and is located in planning

MAP 6

EXISTING LAND USE

RESIDENTIAL

SINGLE & MULTI-FAMILY & MOBILE HOME PARKS

MANUFACTURING

TRANSPORTATION

COMMUNICATION & UTILITIES

TRADE

RETAIL & WHOLESALE

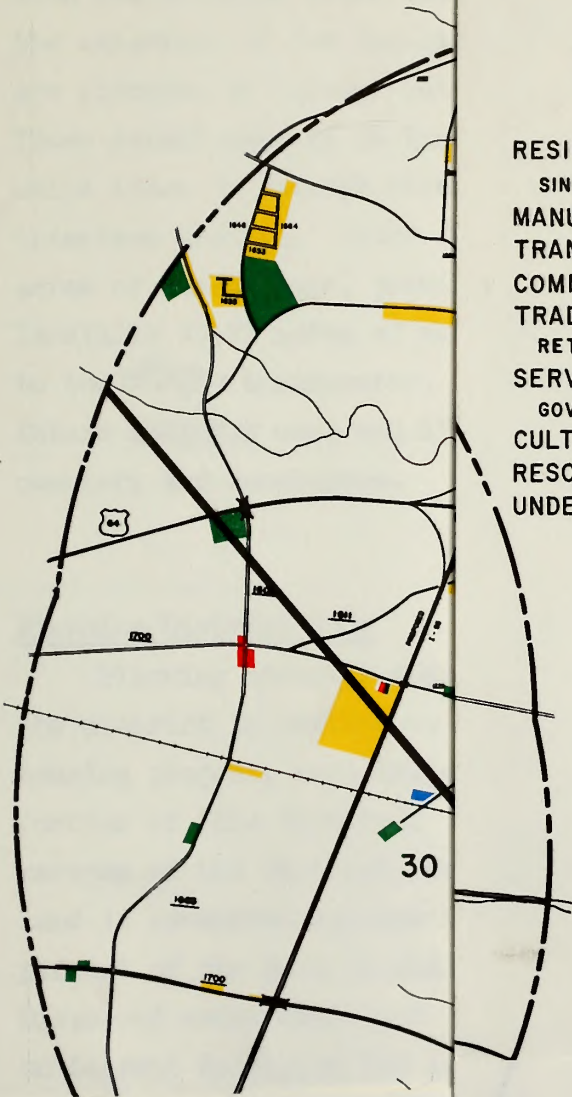
SERVICES

GOVERNMENTAL & BUSINESS

CULTURAL, ENTERTAINMENT, & RECREATION

RESOURCE PRODUCTION & EXTRACTION

UNDEVELOPED LAND & WATER AREAS



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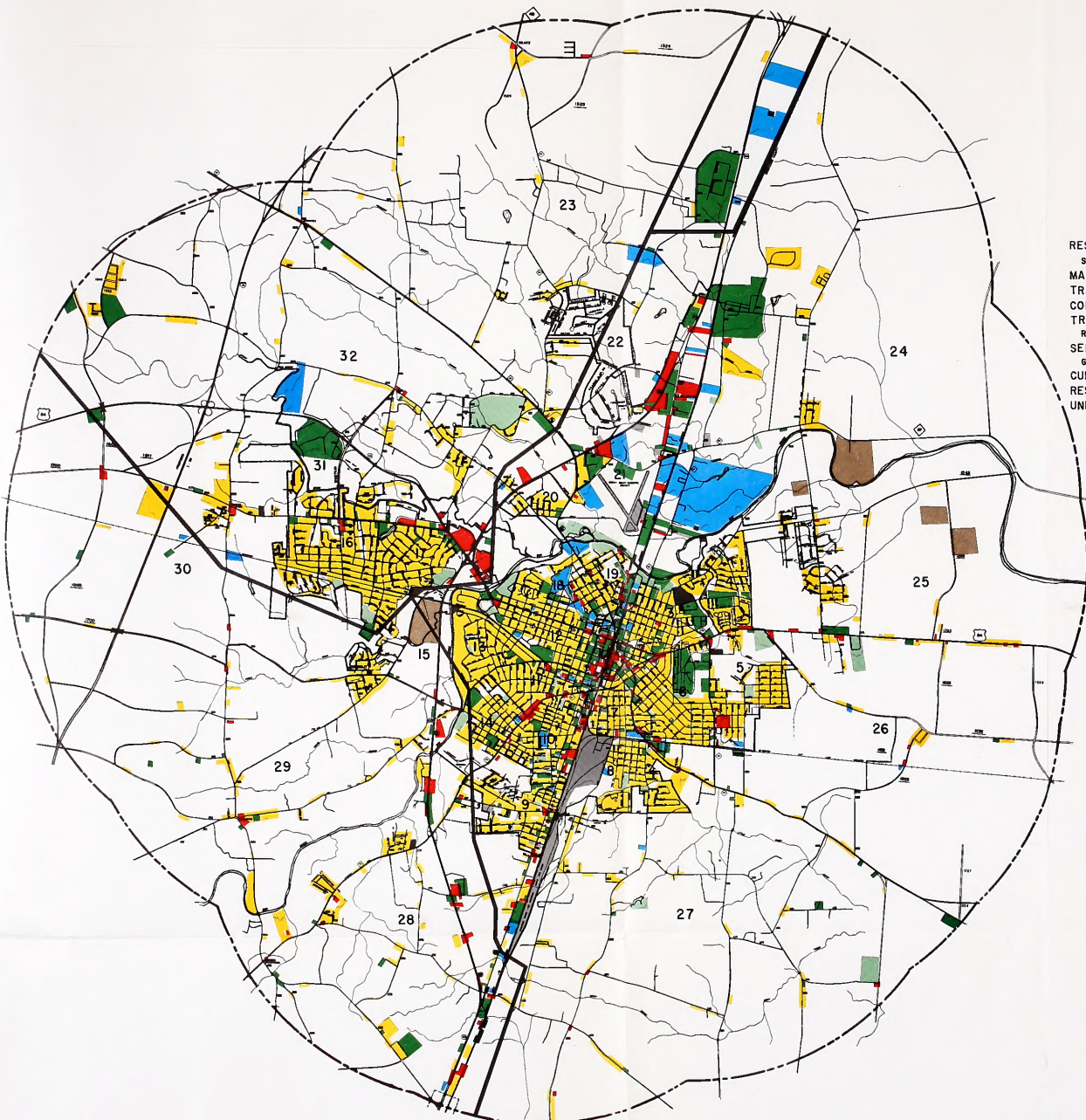
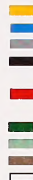
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MAP 6

EXISTING LAND USE

- RESIDENTIAL
 - SINGLE & MULTI-FAMILY & MOBILE HOME PARKS
- MANUFACTURING
- TRANSPORTATION
- COMMUNICATION & UTILITIES
- TRADE
- RETAIL & WHOLESALE
- SERVICES
- GOVERNMENTAL & BUSINESS
- CULTURAL, ENTERTAINMENT, & RECREATION
- RESOURCE PRODUCTION & EXTRACTION
- UNDEVELOPED LAND & WATER AREAS



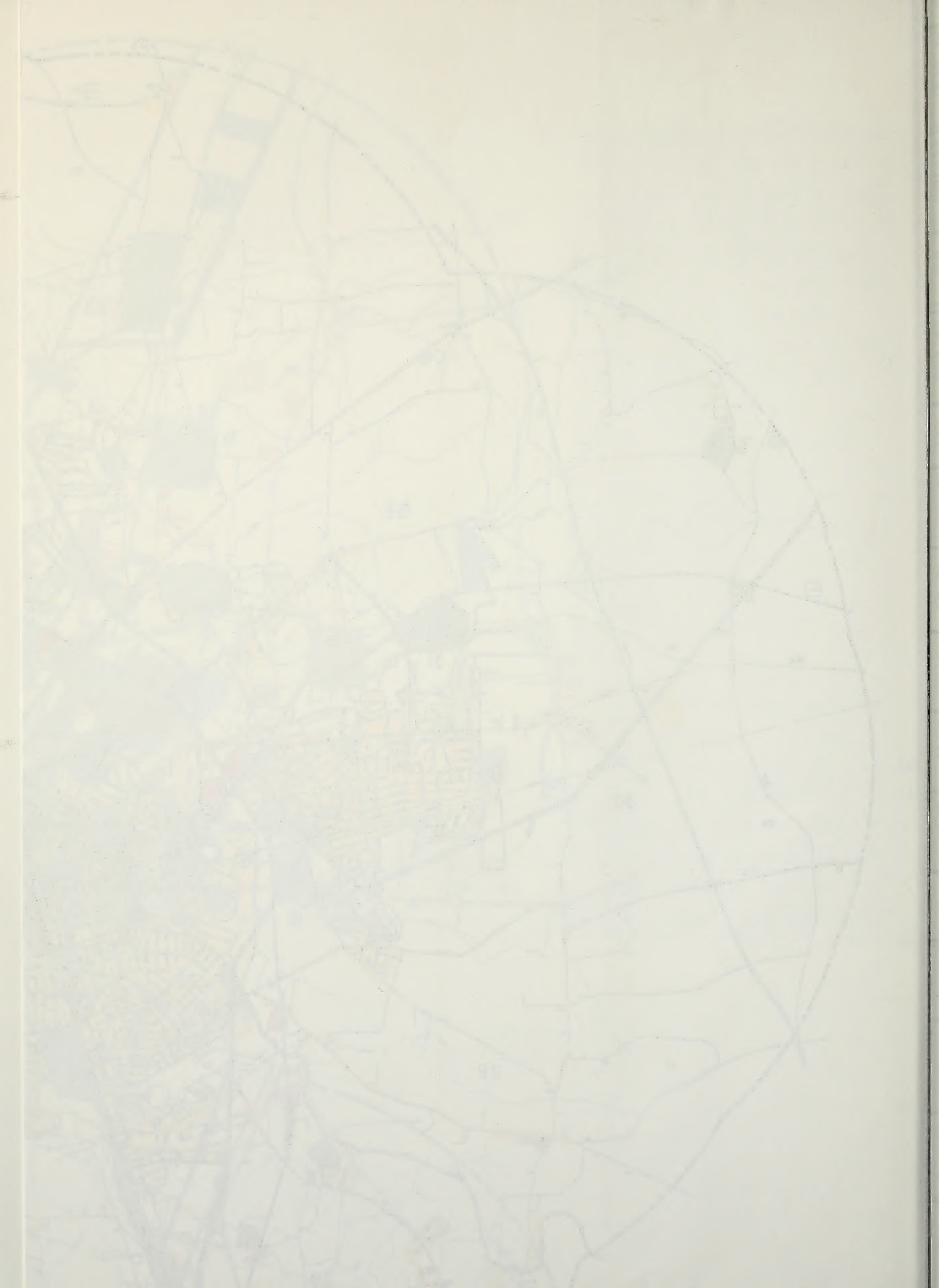
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CITY OF ROCKY MOUNT

SCALE: 1" = 2000'





district four. District three has 37.6 percent of its area in residential land use and 19.2 percent in street rights-of-way. The 128.81 acre municipal sewerage plant site and an electrical substation are located in this planning district. The presence of those utility facilities have an undesirable effect upon the residential properties in the general area because of the odors emitted from the sewerage plant and the adverse psychological effects evolving from the existence of the facility. Retail establishments, totaling 6.54 acres, are situated at various intervals along Raleigh Street and East Grand Avenue. Those retail outlets on East Grand Avenue are primarily neighborhood-serving while those on Raleigh Street are highway commercial and cater to local and transient traffic. Other major land uses within the district are ninety-five acres of vacant land, portions of which were formerly used as a municipal landfill; 27.71 acres of municipal property, ten acres of which are adjacent to the City's incinerator, with the remaining acreage being reserved for future cemetery use, and 17.73 acres of service land use consisting of a cemetery and warehouses.

Planning District Four

Planning district four encompasses 514 acres and thirty-six percent of the district is devoted to residential land use. The Weeks-Armstrong public housing project, containing 312 dwelling units is located in the southern portion of this district. Two hundred and eighty-four acres, fifty-five percent of the district, are vacant. However, the majority of that vacant land is committed for use in residential subdivisions. Approximately ten percent of the area is utilized by street and state road rights-of-way. Dispersed commercial land uses comprising 6.31 acres of land are located on Leggett Road near its intersection with Shepard Drive and on Virginia Street in the Mayview Subdivision. The City schools of Parker Junior High and Baskerville grammar school, and church properties consume approximately thirty acres. Park property comprises the 4.19 acres of recreational land use. The physical boundaries of the Tar River, Raleigh Street and Cowlick Creek have served as buffers to separate the stable residential areas from conflicting land uses. In addition, the presence of the two City schools and the lack of any significant commercial or industrial development in the district are primary reasons for this district's sound residential development.

LAND USE ANALYSIS*

PLANNING DISTRICT	TRANSPORTATION	COMMUNICATION AND UTILITIES	MANUFACTURING	WHOLESALE	RETAIL	BUSINESS SERVICE	GOV'T & ED. PROP.	ENT., CUL., & REC.	MULTI-FAMILY		SINGLE-FAMILY		UNDEVELOP./ AGRI. LAND	TOTAL
									RESIDENTIAL	NO. OF D.U.	RESIDENTIAL	NO. OF D.U.		
1	15.47			.35	21.42	29.78	8.17	.34	1.38	36	2.62	9	7.77	87.3
2	37.16		11.35	.16	2.19	6.28	7.33	8.14			20.34	118	4.05	97.00
3	86.97	31.22		.05	6.54	17.73	14.43	15.41	1.01	23	170.76	1162	95.25	439.37
4	53.45				.42	5.89	29.75	7.96	50.1	362	140.67	768	244.20	532.44
5	103.6		4.19		5.27	6.15	2.44	26.33	24	88	221.77	650	316.50	710.25
6	113.45	2.12	2.32	1.56		67.44	62.82	13.25	4.18	44	237.87	1031	185.78	690.79
7	53.16		7.88	2.66	3.91	9.02	13.62	1.20	3.07	47	100.94	635	15.75	211.21
8	249.63		12.67		1.97	1.26	2.2	9.6	2.22	25	175.36	668	91.50	546.41
9	68.2	14.11	9.3	2.79	5.53	9.67	3.46	9.33	26.2	223	130.57	490	159.50	438.66
10	118.1		14.4	6.24	15	26.72	14.20	5.85	7.21	96	169.40	1070	71.25	448.37
11	64.06	.52	3.55	.25	16.92	9.2	8.23	4.56	1.64	29	153.3	531	17.40	279.63
12	93.39		3.09		3.7	10.49	27.92	10.65	5.97	123	153.93	753	30.33	339.47
13	50.9	5.3					4.24	13.25			244.26	344	12.5	330.45
14	66.9	11.28		.17	4.69	3.43	26.51	18.35	28.06	252	118.52	554	145.25	423.16
15	39.78	10.68	118.05				1.00				9.55	13	166.49	345.55
16	174.29	13.13			4.39	5.05	13.33	19.07	27.44	355	420.85	770	401.23	1078.78

19	53.5	13.58		10.97	18.79	1.19		.73	10	57.09	247	60	215.85
20	24.15			1.17	.65	4.05				41.38	180	100	171.4
21	367.98	1.5	113.78	41.63	58.65	130.14	43.89	57.8	44	28.25	44	509.5	1361.32
22	51.06			17.10	3.37					3.79	6	560.68	638.0
SUB-TOTAL	2098.95	123.04	363.69	58.11	266.19	412.43	317.79	275.48	2147	2992.87	1433	3423.88	10563.64
23	305.23	67.38	284.86	4.42	16.44	12.25		35	174	239.5	458	8950.47	9941.25
24	144.91	1.25	413.14	3	19.41	215.3			186	96.95	165	8417.05	9359.48
25	95.31		174.6	2.97	16.91			4.37		112.82	188	3531.00	3937.98
26	159.26	.25	3.17	12.21	3.86	3.3		7.49	21	138.0	236	4309.15	4643.13
27	372.33	.5	7.92	3.50	6.00	28		49	27	264.69	504	6057.05	6797.35
28	118.67	28.20	19.95	40.24	26.15	10.5			130	136.86	301	3538.14	3960.57
29	232.99	1.0	.72	22.63	29.36	9.63			175	332.88	621	6686.69	7374.11
30	126.65	61.81	12.04	3.94	1.72	65.78			312	172.33	350	5135.31	5668.11
31	30.04					123.11				39.72	51	286.56	479.43
32	326.79	36.64	63.00	11.59	10.23	56.56		95.55	23	260.65	515	6341.94	7211.95
SUB-TOTAL	1912.18	197.03	979.40	104.5	130.08	524.43	191.41	284.66	1048	1794.4	3389	53253.36	59373.36
TOTAL	4011.13	320.07	1343.09	370.69	542.51	842.22	466.89	515.87	3195	4787.27	14822	56677.24	69937.0

*All measurements are in acres.

Planning District Five

The majority of the developed land, approximately twenty-eight percent, in planning district five is used for residential purposes. That residential land use includes eighty-eight public housing units which are located adjacent to Raleigh Street. The only manufacturing land use in the district is an abattoir which utilizes 4.19 acres and is located at the intersection of Glendale Drive and Denton Street. Church properties consume 5.24 acres of land. Fifty-three percent of the district or 435 acres are undeveloped. The district has 11.42 acres of commercial and business service land which are located primarily along the district's northern boundary of Raleigh Street and in a small shopping center located at the intersection of Fairview Road and Oakwood Drive. The commercial establishments adjacent to Raleigh Street basically have a non-local service area while the shopping center functions as a neighborhood commercial development. The 25.86 acres of land utilized for recreational purposes include 13.89 acres which are developed as a drive-in theater. The strip commercial development, inclusive of the drive-in theater situated along the district's northern boundary of Raleigh Street (U. S. Highway 64), was established initially because of those properties' accessibility to U. S. Highway 64. The majority of the district's vacant land is situated between the commercial development adjacent to Raleigh Street and the growing residential areas to the south. That vacant land functions as a buffer between conflicting commercial and residential land uses.

Planning District Six

Planning district six contains a variety of land uses and a wide range of residential quality. Because of the district's geographic size, it can be best analyzed through the individual analysis of portions of the district. The northeast portion of the district bounded by Rosewood Avenue, Pineview Street, Raleigh Street and Fairview Road, contains a cemetery which constitutes a buffer between the residential development to the south and the developed properties along Raleigh Street which include a mixture of low-income dwelling units and highway commercial land uses. The properties along Fairview Road are utilized by the U. S. Army Reserve Center, vacant land, the administrative offices of the Rocky Mount Board of Education, D. S. Johnson School and seven standard residences. The properties along Rosewood Avenue consist of sound

and well-developed residential structures which abut vacant land and Eastern Avenue Park.

The northwest corner of district six, bounded by West Thomas Street, Atlantic Avenue, Tarboro Street and George Street, contains scattered vacant parcels of land; aging dwelling units located on substandard lots; business land uses situated along George Street, Atlantic Avenue and Tarboro Street; and the YWCA is located at the corner of Rose and Lexington Streets.

The southern portion of district six encompassing the area south of Long and Planters Streets from Cokey Road to Fairview Road contains district six's only severely blighted residential area, the site of the City's first urban renewal project. This blighted area consists of the properties located on Henna, Nugent, Tessie and Drew Streets. The deteriorated state of this area results from substandard housing conditions, inadequate lots, poor street alignment, and blighting influences of noise and air pollution emitted from Planters Cotton Oil Mill located across Cokey Road. The main emphasis of the urban renewal program is to redevelop that area into a stable residential community, thereby, eliminating the spread of blight into sound residential areas to the east and north. This southern portion of district six contains a portion of the Tarboro track of the SCL Railroad. Wholesale, service, and 2.32 acres of manufacturing land uses have been developed along both sides of this track. South of the railroad track along Cokey Road the development consists of highway commercial land uses intermixed with low-income housing. Vacant land and strip residential development along Cokey Road characterize the land east of the corporate limits.

The remaining portion of district six bounded by George Street, Cokey Road, Long Avenue, Planters Street, Fairview Road, Rosewood Avenue, Pineview Street and Raleigh Street, basically consists of a solid residential area characterized by a grid street design and standard lots developed with middle-to upper-middle-income housing. The only two commercial locations within this portion of the district are two neighborhood shopping facilities combined with a few individual establishments that have a city-wide service area. Those two commercial locations are situated at the Tarboro Street and Fairview Road intersection and the George-Parker-Raleigh Street intersection.

Planning District Seven

Planning district seven is primarily a residential area with fifty-one

percent of its land developed for residential purposes. The residential development in this district consists of aging dwelling units situated on small lots with the traditional grid street design. The shabby housing conditions occur in the southwestern corner of the district as a result of poor street patterns, exceptionally small and irregular lots, and the environmental deterrents emitted by activities from the adjoining SCL Railroad yard and Emerson Shop complex. That land between the railroad rights-of-way and South Washington Street in the district affords no attributes for the enhancement of a residential atmosphere; however, that land does have potential for industrial or wholesale land use because of access to railroad sidings and the presence of adequate utility lines. Planters Cotton Oil Mill, located in the southeast corner of the district, and the high traffic on George Street constitute the other major conflicting land use deterrents to residential stability in the district. Street rights-of-ways comprise the next largest land use category, encompassing twenty-six percent of the district's area. The Thoroughfare Plan calls for the westward extension of Redgate Avenue to form a loop with High Street in district ten. Business land uses are represented by 15.59 acres. Those business land uses catering to motorists or having city-wide interests are located along South Washington Street from Battle Street to Bassett Street and on Cokey Road at the intersections of Marigold and Short Streets. The district's only significant neighborhood shopping facility is located at the intersection of Cokey Road and Redgate Avenue. Community facilities cover 13.49 acres of the district and include the fire station headquarters, R. M. Wilson Junior High, Bassett elementary school, an electrical substation and church properties.

Planning District Eight

Planning district eight is primarily a residential area, although the presence of the Seaboard Coast Line Emerson Shops consumes approximately 200 acres of land or thirty-nine percent of the district's land area. Those railroad facilities have a blighting influence on the adjoining residential properties. Inclusive of streets and those railroad facilities, the transportation land use category accounts for nearly forty-nine percent of the district. There are two manufacturing establishments within the district, located adjacent to the railroad properties, which include 12.67 acres of land. One of those industries, a metal fabrication plant, has dependence

on the railroad for transportation. The residential development is located essentially east of Pender Street and composes thirty-four percent of the area. Daughtridge and Branch Street Parks account for 9.6 acres of land use devoted to recreational purposes within the district. There are 3.2 acres of commercial development in this district which serve as neighborhood shopping facilities. Those facilities are located at the intersection of Cokey Road (N. C. Highway 43) and Old Wilson Road (S. R. 1002) and at two other sites along Cokey Road in the eastern extremity of the district. Vacant land is dispersed throughout the district with the majority of the land situated adjacent to the railroad area.

Planning District Nine

Planning district nine is basically a residential area with 146 acres, twenty-nine percent of the district's area, developed with dwelling units. The majority of those dwelling units are single-family residences; however, the district does contain over 200 multi-family units comprised of two mobile home parks and two federally financed housing projects. A total of eighteen acres is utilized for retail, wholesale and business service land uses. Those business properties form a strip commercial land use pattern intermixed with residential land uses along both sides of South Church Street (U. S. Highway 301 Business). A nursing home located on N. C. Highway 97 is the only commercial land use in district nine not situated in proximity to South Church Street. Nearly all of those business land uses in the district cater to highway traffic rather than to the demand of local residents. That strip commercial land use's adverse effect on the adjacent residences is evident because of the lower quality housing existing in those locations as compared to basically sound residential areas to the west which are not in proximity to South Church Street. The high traffic volumes on South Church Street and business activities are not conducive to residential living. There are 9.3 acres of land utilized for manufacturing purposes which also are situated on South Church Street. Southside and Home Street Parks contain 9.33 acres of recreational land use. Approximately fourteen acres of land are occupied by a power line easement. The largest land use category, representing forty-seven percent of the district, is 253 acres of vacant land. A significant portion of this vacant land consists of scattered vacant lots. However, the majority of the vacant land is composed of a

consolidated parcel which acts as a buffer between the Westbrook Subdivision in this district and the low-quality residential development in the southern portion of district ten.

Planning District Ten

Planning district ten is characterized by a diversity of conflicting land uses. Fourteen acres of land, two percent of the district are utilized by manufacturing activities which are dispersed throughout the southern portion of the district. Wholesale activities account for 6.24 acres of land. Business service and retail land use comprise 41.72 acres or eight percent of the district's area. Those commercial land uses form a strip business development along South Church Street and business areas on Raleigh Road around its intersections with South Grace Street, Henry Street and Nashville Road. Battle and Holland School properties, located in the northern central portion of the district, include 15.11 acres of land. The recreational land use of 5.85 acres is comprised of Leonard and Boonetown Parks. Generally declining residential areas cover 175 acres of land, nearly thirty-four percent of the district. Twenty-two percent of the land area is composed of street and railroad rights-of-way. High traffic volumes on the major arterials of Raleigh Road and South Church Street and on the minor arterial of Nashville Road constitute a deterrent to residential stability through the emission of noise and the risk to pedestrian safety.

Planning District Eleven

Planning district eleven contains a diversity of land uses which includes a portion of the Spring Hope track of the SCL Railroad in the eastern part of the district. The transportation category comprised of street and railroad rights-of-way accounts for 22.5 percent of the district's land area. Those residential properties lying between the railroad track and Hammond Street are situated on small lots that contain old but standard dwelling units. That area is also developed in an area serviced by grid street design. Those residential properties located east of South Howell Street and between Raleigh Road and the railroad track are characterized by poor street design, lots of exceptionally inadequate size and substandard dwelling units. Those residential properties also are subject to constant noise emissions from traffic on

the major arterials of Franklin Street, Grace Street and Raleigh Street which tends to disrupt residential activities. The area to the west of South Howell Street over to the rear property lines of those lots fronting on the eastern side of West Haven Boulevard consists of substandard size lots which are characterized by low- to moderate-income standard dwelling units. The residential properties in the remaining western portion of the district are ~~spacious~~ well-developed lots in the Cedarbrook Subdivision, ~~except for a small pocket of dwelling units which is situated on Raleigh Road~~ between two neighborhood shopping facilities located at the intersections of Raleigh Road with West Haven Boulevard and Walnut Street. Properties along both sides of the railroad track are occupied by manufacturing, wholesale, retail and service activities which have a city-wide service area. A majority of those establishments do utilize the rail service. Notable governmental and recreational land uses, which constitute a buffer between the dilapidated residential development in the eastern portion of the district and the stable residential area in the western portion, consist of the National Guard Armory and the municipal ball park. Dispersed vacant lots constitute eight percent of the district's area.

Planning District Twelve

Planning district twelve has a land area of 372 acres. This district has forty-three percent of its total land area developed by residential purposes. That residential development is predominately single-family in character although a fifty-two unit apartment complex is located at the intersection of Mayo Street and Western Avenue and other multi-family units are dispersed along Sunset Avenue at random locations. The quality of the residential construction is characterized by substandard lots containing standard dwelling units except in the area inclusive of those properties facing Beal Street and West Thomas Street from Grace Street to Harris Street. Those properties consist of substandard lots utilized by low- to moderate-income housing which is in a deteriorated or dilapidated state. The gradual decline of those properties and some standard properties along Sunset Avenue and West Thomas Street may be attributed to the physical deterrent of the high traffic volumes and subsequent air pollution on the major arterials of Sunset Avenue, West Thomas Street and South Grace Street. Another deterrent to the residential stability of the district is the poten-

tial for office and institutional development to develop in areas west of Grace Street in the district, thereby, utilizing previously residential areas. Street and railroad ~~rights-of-way~~ account for twenty-five percent of the area. The vacant land category accounts for 65.66 acres, eighteen percent of the district. The site of the J. D. Rose cement plant located adjacent to the Spring Hope track of the SCL Railroad constitutes the sole manufacturing land use activity of 3.09 acres which has an adverse effect on the surrounding residences by the emission of noise. The other land uses abutting the plant consist of a multi-family development, vacant land and single-family residences. Rocky Mount Senior High, Braswell elementary school, the abandoned City power plant and church properties constitute the governmental land use. The City Lake Park comprises 7.66 acres of recreational land. The lake per se covers a little more than a ten-acre area. Retail and business service areas totaling 14.19 acres consist of dispersed sites throughout the district and development in the apex formed by the merger of Sunset Avenue and West Thomas Street which caters to all types of traffic and has a city-wide service area.

Planning District Thirteen

Planning district thirteen is essentially a residential area with seventy-six percent of its land use developed with single-family dwelling units. Street ~~rights-of-way~~ compose the next largest use with 50.9 acres or sixteen percent of the district. Churches, two parks and utility ~~rights-of-way~~ and a substation constitute the 7.75 percent of the district's land use. Vacant land comprises only .25 percent of the district's land area. The West Haven Community within this district is considered to be the most ~~prestigious~~ residential section in the City. The only detriment to the district is the threat of occasional flooding of residential properties abutting Westover Court, Evergreen Road, Wildwood Drive and Lafayette Avenue.

Planning District Fourteen

Planning district fourteen is a residential district that is composed of the Williford Town Community and a large concentration of public housing. Of the district's 350.84 acres, thirty-five percent or 121 acres are utilized

for residential purposes. There are approximately 223 public housing units located in the northern portion of the district. The remaining dwelling units north of Nashville Road are characterized by adequate lot sizes, middle-income priced single-family structures, and proper street design. The dwelling units on the southern side of Nashville Road are basically standard single-family structures of low- to moderate-income quality. That area suffers from poor subdivision design and unpaved streets which result in problems of poor drainage and air pollution. Street rights-of-way account for sixty-seven acres of land area. Governmental land uses consist of the Edwards Junior High; Williford School, part of the county school system; and church properties totaling 20.44 acres. A power line right-of-way consumes 11.28 acres of land. Aycock Park and the Arts Center, consisting of 5.94 acres, are the only recreational land uses within the area. Approximately eight acres of commercial land uses are situated along Raleigh Road in a strip development fashion. Those commercial establishments include businesses that cater to highway traffic and/or have a city-wide service area. Undeveloped land accounts for nearly sixty-seven acres of land which is composed of land for a future school site, scattered lots, and a consolidated parcel of land tentatively scheduled for commercial and residential development in the southern portion of the district.

Planning District Fifteen

Planning district fifteen is relatively undeveloped because of the presence of the Nello L. Teer rock quarry site of 118.05 acres and the susceptibility of other portions of the district to inundation from the flood waters of the Tar River and Maple Creek. It is believed that the quarry operation has been a deterrent to the residential development of those areas adjacent to its western and northern sides. Vibrations from the use of explosives in the quarry operation have been experienced in the West Haven Community by the transmission of those vibrations through an underlying vein of granite extending from the quarry site to that community. The abandonment of the quarry in the near future will pose a land use problem as to the site's use thereafter. Railroad and road rights-of-way and a truck stop constitute the 39.78 acres of transportation land use. A power line right-of-way covers 10.68 acres of land. Residential land use is limited

to thirteen single-family dwelling units on 9.55 acres of land located along Bethlehem Road. Approximately six acres of a twenty-three acre tract of land are also being developed for multi-family land use in the southeastern corner of the district. One acre of land located in the extreme southwestern corner of this district is developed as church property. The remaining 150.79 acres are utilized for agricultural production.

Planning District Sixteen

Planning district sixteen represents a significant portion of the City's residential growth within the last fifteen years. Thirty-one percent of the district is devoted to residential land use which is characterized by 405 acres of low-density, standard, single-family development located within areas that exemplify modern subdivision and street designs. Multi-family residences which consume 23.57 acres of land and 9.44 acres of commercial land uses, composed mainly of neighborhood shopping facilities, are located in proximity to the intersections of Winstead Avenue and Woodruff Road (S.R. 1613) with Sunset Avenue. Those multi-family and commercial land uses constitute a partial buffer between the single-family structures and the heavily traveled arterial of Sunset Avenue. Some of that commercial development generates traffic at uncontrolled points on Sunset Avenue, thereby, decreasing the efficiency of traffic flow on that arterial. Those high traffic volumes on Sunset Avenue tend to have a negative effect on the stability of single-family residential properties in proximity to it. Nearly thirteen percent of the district is devoted to street and railroad rights-of-way. Rocky Mount Academy and several churches occupy the 15.11 acres of land in the governmental land use category. Power line easements cover 13.13 acres of land. Recreational land use consists of 14.1 acres of park land.

Planning District Seventeen

Planning district seventeen includes the Englewood Community and peripheral development. Thirty-three percent of this district is utilized for residential purposes. The single-family residential areas are characterized by low-density and standard dwelling units developed in subdivisions having proper street design and adequate lot sizes. Fourteen of the 270.44 acres of residential land contain multi-family complexes situated along both

sides of Sunset Avenue. This planning district also includes the City's most significant regional commercial center which is located at the intersection of U. S. Highway 301 Bypass and Sunset Avenue. Mainly comprised of the Tarrytown and K-Mart Shopping Centers, the commercial area of this district constitutes 92.47 acres of land or eleven percent of the district. Those two shopping centers compete with the Rocky Mount CBD urban area as well as the region as the principal shopping district. Street ~~rights-of-way~~ including U. S. 301 Bypass, Sunset Avenue and U. S. Highway 64 Bypass utilize 116.05 acres of land, fourteen percent of the district. Those principal highways combined with the traffic-generating effect of the commercial centers are utilized by more vehicles in this district than any other planning district. Nearly all of those commercial land uses are located to the north of Sunset Avenue or to the east of U. S. Highway 301; thereby, establishing those arterials as buffers to stabilize the single-family residential areas to the south and west, respectively. Power line easements and an electrical utility substation encompass 30.47 acres. Governmental land uses, consisting mainly of church and fire station properties utilize 16.65 acres of land. Recreational facilities account for 25.51 acres of park land. Englewood Park, located south of Winstead Park and between Forest Hill Avenue and U. S. Highway 301 Bypass, ~~constitutes~~ a buffer between the residential development west of Forest Hill Avenue and the noxious traffic on the bypass. Vacant properties within the district comprise 135.5 acres.

Planning District Eighteen

Planning district eighteen contains a mixture of land uses. The Rocky Mount Mills spur track right-of-way of the SCL Railroad and the street ~~rights-~~of-way constitute eighteen percent of the district's area. The commercial land uses, nine percent of the district, are located in proximity to that spur track. Those commercial properties include shops on the fringe of the CBD; neighborhood shopping facilities; and wholesale, retail and service establishments that have city-wide service areas. Approximately forty-nine acres of manufacturing firms afford a number of job opportunities, thereby, generating income for a number of people in the Rocky Mount area. Twenty-seven and one-half percent or 136 acres are developed for residential purposes within the district. Those residential properties located south of the railroad spur line and east of Harris Street consist of low-income, deteriorating

single-family dwelling units situated upon lots of inadequate size. Those residences located to the west of Harris Street and south of Carr Street are characterized by middle-income housing, adequate lot sizes for the single-family residences and the Riverside Apartments consisting of 181 dwelling units. Those residential properties north of the spur railroad and east of Spring Street are characterized by standard single-family dwelling units and basically standard lots containing middle-income residences. Those residences located in proximity to Falls Road and east of Earl Street are of higher quality construction than the other dwelling units in the district. The area west of Spring Street was previously utilized by dwelling units owned by the Rocky Mount Cotton Mills. In recent years, the majority of those residences have been demolished. The four corners adjacent to the Falls Road-Ridge Street intersection are developed with neighborhood shopping establishments. This district has 53.57 acres of recreational land use. Sunset Park, consisting of twenty-five acres of land and containing a museum, zoo, miniature train, merry-go-round, tennis courts, ball fields and a swimming pool, functions as the major park in the Rocky Mount area and provides an open space buffer to protect the residential properties to the east from the flood waters of the Tar River. An abandoned rock quarry is located on River Drive between Minges Street and Carr Street and constitutes as a physical barrier to development in that specific area. Thirty-four percent of the district is composed of scattered vacant lots and undeveloped property along the Tar River north of Minges Street.

The high volumes of traffic on West Thomas Street, the conflict between residential properties abutting the industrial and business properties constructed along the railroad spur track, and the high volumes of traffic generated by the industries on Pine and Ridge Streets constitute the major threats to the stabilization and promotion of a residential atmosphere in planning district eighteen.

Planning District Nineteen

Planning district nineteen is essentially a residentially developed district with twenty-four percent of its land uses utilized by dwelling units. Those residential properties consist of standard single-family dwelling units located on lots of substandard size. The street design

in this district is irregular and poorly designed. Street rights-of-way occupy twenty-two percent of the land area. Thirty-five percent of the district is vacant. The majority of that vacant land occurs in the lower elevations lying in proximity to the Tar River which are susceptible to flood waters. Commercial land uses constituting 29.76 acres of land are situated along both sides of North Church Street (U. S. Highway 301 Business) and at the intersection of Falls Road and Ridge Street. Those businesses along North Church Street cater to highway commercial traffic whereas the other commercial center is composed of neighborhood shopping facilities. The manufacturing land use of 13.58 acres is composed of the Rocky Mount Cotton mill area adjacent to the falls of the river, the mill's original source of power. The remaining industrial acreage is located between North Church Street and the main line of the SCL Railroad which allows access to rail service and a major arterial. Fourteen acres of the recently acquired Battle Park property lies north of the cotton mill along the eastern bank of the Tar River. Church property constitutes the .86 acres of governmental land use.

Planning District Twenty

Planning district twenty is composed of the Swelton Heights Community and surrounding area. Basically a residential area, district twenty contains a total of 193 acres of land of which twenty-one percent is developed for residential purposes. That residential community is characterized by dirt streets, substandard lots, poor street design and low-income housing. This district is inclusive of a historic southern plantation, the Lewis Home. Over 121 acres or sixty-three percent of the district's area is classified as vacant land. The vast majority of that vacant land is used for agricultural production. Neighborhood shopping facilities which constitute 1.82 acres of land are located within the community on two sites on Hunter Hill Road. Church properties and the Stony Creek fire station/rescue operation comprise 4.05 acres of land in the district.

Planning District Twenty-One

Planning district twenty-one is characterized by business and industrial operations. Wholesale, retail and business service land uses utilize 41.63, 58.65 and 130.14 acres of land, respectively. Nearly all of those commercial

land uses front on U. S. Highways 301 Bypass and Business which accommodate high volumes of traffic. Manufacturing activities occupy 113.76 acres of land within this district which is inclusive of the City's first industrial park established in 1956.

This district is inducive to the establishment of industrial firms because the area affords:

- -Rail service to industrial sites.
- -Excellent access to several major arterials and the U.S. Highway 301 Thoroughfare.
- -Service by large water and sewer lines.
- -A small airport for the use by executive airplanes.

The transportation land use category consisting of 368 acres, twenty-nine percent of the district, includes truck terminals, railroad and street rights-of-way and land utilized by the old municipal airport operation. The governmental land use of 39.14 acres is inclusive of a U.S. forestry station operation, fraternal organization property, North Carolina State Patrol Station and a fire station. There are 12.39 acres of developed recreational land use consisting of the North Carolina Wildlife Fishing access area and fifty-three acres of the recently acquired and undeveloped Battle Park property. Over thirty-two percent of the district is undeveloped.

Planning District Twenty-Two

Planning district twenty-two represents the highway strip commercial development fronting on U. S. Highway 301 Bypass and the area of the Northgreen Village planned unit development. Commercial land uses constitute 22.47 acres of land, nearly four percent of the district's total area of 588 acres of land. Nine percent of the district is utilized by street rights-of-way. A one block single-family residential development located on Mosley Drive constitutes eighty percent of the residential development in this district. The Northgreen Village planned unit development, presently under construction, calls for the development of two neighborhood shopping facilities, approximately 525 single-family lots, 900 multi-family dwelling units and private recreation facilities inclusive of an eighteen-hole golf course integrated throughout the residential development.

Planning district twenty-three through thirty-two represent nearly 100 percent of the extraterritorial jurisdiction of the Rocky Mount planning area. All land not developed for urban purposes in those planning districts

has been classified in the agricultural land use category. All of those districts are characterized by dispersed residential lots and farm houses.

Planning District Twenty-Three

Planning district twenty-three encompasses approximately 2,322 acres. Residential land usage occupies 145.1 acres of land containing 327 dwelling units. Of those residential statistics, 27.18 acres and 138 dwelling units are comprised of Cobb's Mobile Home Park and Griffin's Mobile Home Park. Industrial land use activities centered around the intersection of S. R. 1538 and S. R. 1539 utilize 45.8 acres of land. State road and railroad rights-of-way encompass 133.7 acres of land. Major power line easements cover 67.38 acres in this planning district. Commercial land usage consisting of 17.86 acres is located in the southern portion of the district along U. S. Highway 301 Bypass and at the intersection of N. C. Highways 43 and 48. Church property accounts for the 1.5 acres of governmental land use. The agricultural land use category, comprised of cultivated land and woodland, totals 1,912 acres, representative of 82.4 percent of the district.

Planning District Twenty-Four

Planning district twenty-four contains 2,697 acres of land. Aside from agriculture, the predominant land use in this district is industrial. Industrial development utilizes 413 acres out of the total acreage of 2,697. That industrial acreage is composed of a few large manufacturing plant sites located in proximity to the main line of the SCL railroad tracks. Included within that 413 acres is the 126 acre site of the new Nello L. Teer quarry which is located on N. C. Highway 97 approximately two miles east of the City limits. Three trucking terminals, and state road and street rights-of-way utilize 92.57 acres of land. An electrical substation located near the Phillips Fibers Corporation plant constitutes the one acre of land in the communication and utility land use category. Retail sales occupy three acres of land and business service land uses account for 19.41 acres of land. The majority of those commercial land uses are located on N. C. Highway 97. The governmental land use category contains 215.3 acres of land which is composed of the Richard T. Fountain Training School property

and two church properties. The property used for motorcycle racing on the site of the Nello L. Teer rock quarry comprises the 6.51 acres of recreational land use in the district. There are two mobile home parks in the district containing 92.36 acres and 132 mobile homes. Single-family land use consumes 69.45 acres and accommodates 110 dwelling units. Farmland and woodland constitutes the remaining acreage of 1,765 acres, sixty-six percent of the district.

Planning District Twenty-Five

Planning district twenty-five encompasses 2,916.37 acres of land having soil excavation as its largest land use next to agricultural production which prevails over eighty-three percent of the district's total land area. The soil excavation activities utilize 174.6 acres, six percent of the district's area, for the production of sand and for the operation of a landfill for the disposal of solid waste. Street and state road rights-of-way consume 95.31 acres of land. Retail and business service land usage utilizes 18.88 acres of land. Those commercial land uses are located along U. S. Highway 64 East. Recreational land use in the district consists of four acres developed as a drive-in theater and a skating rink. Single-family land uses occupy 105 acres or 3.6 percent of the district and contain 171 dwelling units. The majority of those residences are located in a strip development along U. S. Highway 64 East and in the Springfield Subdivision located along S.R. 1250 just south of the new Cloverdale Subdivision. Those residences in proximity to Springfield Road experience problems of well water pollution and poor septic tank percolation during periods of excessive rain.

Planning District Twenty-Six

Planning district twenty-six contains 1,850 acres of land of which eighty-eight percent of the district, 1,628 acres, are utilized for agricultural purposes. Approximately three acres of land are developed by the manufacturing land use of Meadowbrook Meat Company and a vault manufacturing operation. Wholesale, retail and business service land uses comprise 12.32 acres of land in which the majority of these commercial land uses front on U. S. Highway 64 East. Church properties constitute the 2.3 acres of

governmental land use. The 7.49 acres of recreational land use are representative of the Rocky Mount Fairgrounds. The residential land use is comprised of 165 dwelling units utilizing 98.18 acres of land or five percent of the planning district. Approximately eighteen of those dwelling units are mobile homes located in two poorly designed cluster developments fronting on U. S. Highway 64 East. Other significant residential locations are strip developments along U. S. Highway 64 East, Meadowbrook Road, N. C. Highway 43 and a small subdivision development at the intersection of Meadowbrook Road and S. R. 1229. Railroad, street and ~~state road rights-of-way~~ constitute five percent of the district area or ninety-eight acres of land.

Planning District Twenty-Seven

Planning District twenty-seven encompasses 2,335 acres with eighty-three percent of this area devoted to agricultural purposes. The transportation land use category is the next largest land use with 1,196 or 236 acres of state road and railroad ~~rights-of-way~~. Significant developments of single-family land uses consisting of 323 dwelling units on 169 acres of land are located on the Arlington Street Extension south of Fourth Street and in a strip development along Cokey Road (N. C. Highway 43). That total dwelling unit count is inclusive of one multi-family development consisting of twenty-one mobile homes located on Arlington Street Extension. Retail and business service land uses consists of 2.1 acres of land which is constituted by three small neighborhood shopping facilities. Industrial land usage occupies 7.92 acres with half of this land use being located on Old Wilson Road (S. R. 1002) and the remaining portion located adjacent to the main line of the SCL Railroad. An electrical substation is located in the extreme northwestern corner of this planning district. Within this district the fact that Little Cokey Swamp drains in a southeasterly direction constitutes a deterrent to development because of the necessity to install lift stations in order to provide municipal utility service.

Planning District Twenty-Eight

Planning district twenty-eight is developed by a variety of land uses. Approximately seven acres of industrial land uses are located between U. S.

Highway 301A Business and the main line of the SCL Railroad track. Street, state road and federal highway ~~rights-of-way~~ constitute 46.18 acres of land, five percent of the district's area. A power line easement covers 24.2 acres in a north-south direction through the planning district. Wholesale, retail and business service land utilizes .16, 20.74 and 22.15 acres of land, respectively. The majority of those commercial uses are located along U. S. Highway 301 Business and Bypass. One fraternal lodge constitutes the one acre of governmental land use. Residential land use consists of 135 multi-family and single-family dwelling units developed on 56.61 acres of land. Those residential land uses are uniformly dispersed through the majority of the planning district. Eighty-one percent of the district is not developed for urban purposes.

Planning District Twenty-Nine

Planning District twenty-nine contains 1,705.76 acres of which 1,387 acres or eighty-one percent of the district's area is utilized for farming purposes. The next largest land use is the residential land usage of 157 acres containing 298 dwelling units. Those residential areas consist of basically three developments; a multi-family development adjacent to the northern boundary of Peddler's Village Shopping Center, strip residential development along West Mount Drive (S. R. 1717) and a subdivision located in proximity to the intersection of Old Mill Road (S. R. 1713) and Bethlehem Road (S. R. 1714). An electrical substation is situated in the southeast quadrant of the intersection of Bethlehem Road and U. S. Highway 301 Bypass. Commercial land usage comprising five acres, three percent of the district, is developed in the area bounded by the Tar River, the ~~western boundary~~ of planning district fourteen, N. C. Highway 97 West and U. S. Highway 301 Bypass. The majority of the governmental land use category, Region I Council of Governments, and the .72 acres of manufacturing are also situated in that portion of the district. The remaining governmental land uses are composed of church property. There are no recreational land uses developed within this district.

Planning District Thirty

Planning district thirty encompasses 2,098.31 acres with 1,843 of those acres, eighty-eight percent of the district, used for agricultural purposes.

One hundred and fifty-seven acres of land are developed for residential purposes and contain 413 dwelling units that are concentrated in two areas, the "Little Easonburg" community located at the intersection of Halifax Road (S. R. 1544) and Sunset Avenue (U. S. Highway 64 Business) and the Brook Valley Mobile Home Park situated adjacent to the northern border of "Little Easonburg". The "Little Easonburg" community is characterized by poor street design, lots of inadequate size and deteriorating low-income single-family dwelling units. Manufacturing land usage is comprised by the Abbott Laboratory plant located adjacent to the Spring Hope track of the SCL Railroad and Halifax Road (S. R. 1544). The transportation land use category entails 45.38 acres of street and state road rights-of-way. The Carolina Power and Light Company power line easement covers 36.10 acres, nearly two percent of the district. Commercial land uses utilize 4.16 acres of land located in the "Little Easonburg" community. A gymnasium site in the "Little Easonburg" community constitutes the .21 acre recreational land use.

Planning District Thirty-One

Planning district thirty-one consisting of 479 acres is characterized by residential land use and a medical arts complex. The Nash General Hospital and the supporting medical arts complex comprise 123.11 acres, twenty-six percent of the district. The residential land use of 39.22 acres contain fifty-one dwelling units located in the eastern portion of the district. Street rights-of-way constitute 30.04 acres of land. Agricultural land accounts for the remaining sixty percent of the district.

Planning District Thirty-Two

Planning district thirty-two encompasses 1,985 acres that contain a variety of land use. The Texfi-K textile plant constitutes sixty-one acres of industrial land which is located adjacent to Stony Creek and U. S. Highway 64 Bypass. A chicken abattoir located near U. S. Highway 301 Bypass represents the remaining acre of industrial land. Street, state road, and federal highway rights-of-way and a truck terminal encompass 152 acres of land, 7.7 percent of the district's area. Carolina Power and Light Company power line easements cover 17.36 acres. Commercial land uses utilizing 11.82 acres of

land are dispersed on the arterials of U. S. Highway 301 Bypass, Hunter Hill Road (S. R. 1544) and N. C. Highway 43. The 29.06 acres of governmental land use are comprised of Benvenue School, part of the county school system, and two fraternal organizations. The Benvenue Country Club accounts for the 90.68 acres of recreational land use. Some 110 acres, 15.5 percent of the district, containing 214 dwelling units, are devoted to residential land use. Those residential developments are located around the Benvenue Country Club, and along Country Club Drive and Hunter Hill Road from Country Club Road west to the terminus of the recently constructed Winstead Avenue. Approximately 1,513 acres, seventy-six percent of the district, are utilized for agricultural production.

Municipal Property

The City of Rocky Mount presently owns 2,981.24 acres of land. That property is used for recreation, transportation, utility services, water and sewer facilities, sanitary services, community services, protection facilities and vacant land. Located outside of the city limits are 1,980.5 acres composed primarily of the Rocky Mount- Wilson Airport property and the Tar River Reservoir property, and are included in the total acreage figure.

The Tar River Reservoir represents the largest single unit of acreage under City ownership. The reservoir acreage amounts to 1,860 acres, of which 1,650 acres are water surface and 210 acres are land area, including all easements, rights-of-way, and boat ramps. Other large units of acreage are recreational uses, 254.58 acres; schools, 156.33 acres; the Rocky Mount Municipal Airport, 264 acres; and the Rocky Mount - Wilson Airport, 120.5 acres. A complete listing of all City property and their acreages may be found on Map 7, page 86.

Four acres out of the total City-owned property are vacant land. The problem of non-utilization of vacant land is discussed in detail in the Land Use Problems Section of this Plan. The City can provide an example to the rest of the community in this problem area by putting its non-utilized acreage to some use. It may well be advisable for the City to divest itself of some of its vacant land where it appears that the sites may be better suited for uses other than for City services. In many cases, of course, vacant land is being utilized in the form of easements and rights-of-way for utilities and streets and is not available for other uses.

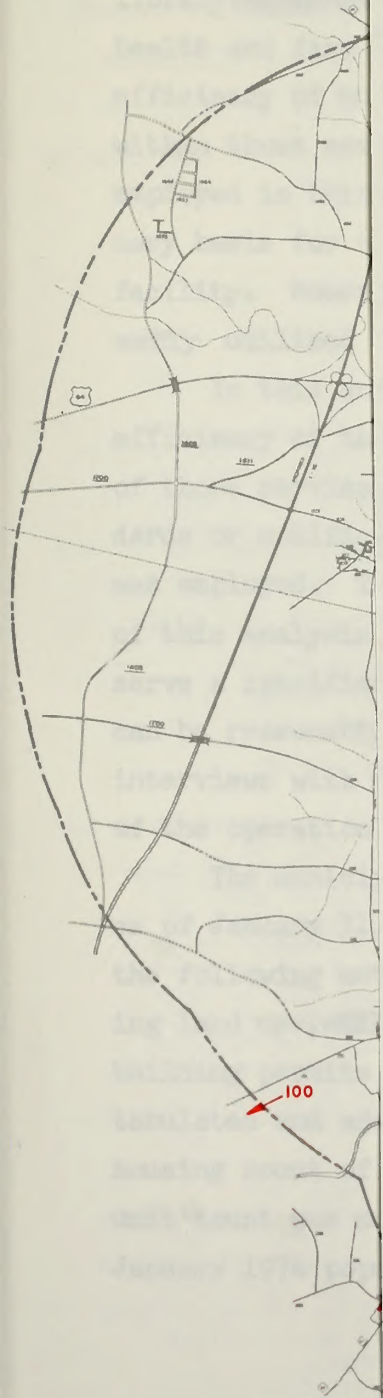
One factor in a municipal property analysis is the appearance of public buildings in the City. A growing city invariably faces problems of space requirements for additional personnel needed to meet the demand for service created by this growth. This problem can be seen in the case of Rocky Mount, where several departments have had to move from the Municipal Building into an adjacent structure. Additional problems are created due to the renovation of older buildings for office space in that the additional offices created by the renovation are in many cases inadequate for the needs of the resident departments. This type of expansion, at best, fills an interim requirement.

The City Government should consider the possibilities of constructing a new municipal building within the downtown area which would have adequate space for all of the City departments and the capacity for expansion of the building. This action would have the triple effect of 1) enhancing the appearance of the CBD; 2) enhancing the image of City Government in the eyes of its citizens; and 3) provide for the more efficient operation of City departments.

Improvements of other municipally owned land and structures using high standards of architectural design to increase their aesthetic appeal would provide a good example to the community. A case in point exemplifying good design and aesthetic appeal is the Art Center on Nashville Road at the Tar River. Along these lines, a problem area identified in the Citizen Attitude Survey is the recreation facilities of Rocky Mount. Several parks are in need of improvement, both aesthetically and functionally. They should be developed so that they may function at their intended capacities to fully serve the needs of the public. Those unimproved properties should be developed in order to enhance the surrounding neighborhood and to upgrade the appearance of the City as a whole.

IDENTIFICATION			IDENTIFICATION			IDENTIFICATION		
NUMBER	PROPERTY	ACREAGE	NUMBER	PROPERTY	ACREAGE	NUMBER	PROPERTY	ACREAGE
1	MUNICIPAL BUILDING-LOT	.60	48	ALBEMARLE CENTER	1.82	79	R.M. WILSON SCHOOL & GYM	2.60
2	FIRE STATION NUMBER 1	1.84	49	MUNICIPAL AIRPORT (DOWNTOWN)	264.00	80	POPE SCHOOL	7.50
3	FIRE STATION NUMBER 2	.40				81	BASKERVILLE SCHOOL	12.00
4	FIRE STATION NUMBER 3	.29	50	WATER TANK-PAUL STREET	.75	82	PARKER SCHOOL	14.25
5	FIRE STATION NUMBER 4	1.50	51	WATER TANK-S.R. 1542	1.00	83	GORHAM SCHOOL	2.60
6	SEWAGE TREATMENT PLANT	22.00	52	WATER TANK-SCHOOL LOCK CO.	1.00	84	JOHNSON SCHOOL	32.60
7	DISPOSAL PLANT PROPERTY & LOT	14.75	53	WATER TANK-R.T. FOUNTAIN SCHOOL	1.00	85	BASSETT SCHOOL	2.10
8	OLD SEWAGE TREATMENT SITE	1.00	54	WATER TANK-ELECTRICAL SUB- STATION-KITE PARK	.74	86	BATTLE SCHOOL	2.25
9	CITY GARAGE, STORAGE FACILITIES, & ELECTRICAL SUBSTATION	6.00	55	OLD WATER PLANT	3.00	87	HOLLAND SCHOOL	7.00
10	PROPERTY ON THE TAR RIVER	2.00	56	CITY LAKE	20.00	88	WESTWOOD SCHOOL (PROPOSED) (CONTAINS WESTWOOD PARK)	8.03
11	TOM SMITH PARK	12.00	57	SEWER PUMP STATION-NORTH	.25	89	BRASWELL SCHOOL	2.46
12	POWER PLANT	4.25	58	CHURCH STREET NUMBER 1	.25	90	SENIOR HIGH SCHOOL	20.00
13	SUNSET PARK	25.00	59	CHURCH STREET NUMBER 2	.25	91	ENGLEWOOD SCHOOL	9.00
14	TAYLOR PARK	8.65	60	SEWER PUMP STATION-NORTH	.25	92	WILKINSON SCHOOL	4.00
15	MARIGOLD PARK	4.10	61	CHURCH STREET NUMBER 3	.25	93	EDWARD JR. HIGH SCHOOL	18.00
16	KITE PARK	1.00	62	SEWER PUMP STATION-	.25	94	CITY SCHOOL ADMINISTRATIVE OFFICES	11.94
17	WESTERN AVENUE PARK	1.50	63	LAFAYETTE AVENUE	.25	95	PINEVIEW CEMETERY	68.80
18	BOONETOWN PARK	1.75	64	SEWER PUMP STATION-	.25	96	NORTHEASTERN CEMETERY	12.28
19	BRASWELL PARK & LIBRARY	.65	65	RIVERSIDE	.25	97	BOAT RAMP-TAR RIVER AT S.R. 1603	1.50
20	BUCK LEONARD PARK	4.75	66	SEWER PUMP STATION-HARPER STREET	.25	98	CITY PROPERTY AT REX & VANCE STREET	.27
21	DAUGHTRIDGE PARK	4.10	67	SEWER PUMP STATION-HILLSDALE	.25	99	FIRE TRAINING SITE	7.50
22	OAKWOOD DRIVE PARK	2.50	68	SEWER PUMP STATION-HALIFAX RD.	.25	100	NEW WATER TREATMENT PLANT & DAM SITE	47.00
23	AYCOCK STREET PARK	2.30	69	SEWER PUMP STATION-JOHNSON STREET	.25	101	LANDFILL	97.60
24	ENGLEWOOD PLAYGROUND	.20	70	SEWER PUMP STATION-WESTRIDGE	.10	102	BOAT RAMP-SAPONY CREEK	1.00
25	MEADOWBROOK PARK	9.60	71	VILLAGE APARTMENT	.10	103	BOAT RAMP-BEND OF THE RIVER	4.90
26	EAST VIRGINIA STREET PARK	3.76	72	SEWER PUMP STATION-COKEY RD. APARTMENTS	.10	104	BOOKER T. WASHINGTON FACILITIES	4.20
27	SOUTHSIDE PARK	6.58	73	SEWER PUMP STATION-NOTTINGHAM ROAD	.10	105	GAS HOLDER	.40
28	WESTRIDGE PARK	1.70	74	SEWER PUMP STATION-BEECH BRANCH	.25	106	WATER BOOSTER STATION	.10
29	CITY PROPERTY ON HAMMOND STREET	1.00	75	SEWER PUMP STATION-STONY CK.	.25	107	PUBLIC ALLEY BETWEEN TARBORO & HILL STREETS	.05
30	CITY PROPERTY ON EASTERN AVENUE	.25	76	ELECTRICAL SUB-STATION	1.00	108	PUBLIC ALLEY BETWEEN FRANK- LIN & PEARL STREETS	.19
31	HOME STREET PARK	2.75	77	PHILLIPS FIBER	2.50	109	CITY PROPERTY AT NANCE STREET	.15
32	MUNICIPAL STADIUM	4.50	78	ELECTRICAL SUB-STATION-301 & NASHVILLE ROAD	.50	110	CITY PROPERTY AT BEAL & BRANT STREETS	.10
33	LANCASTER PARK	12.40				111	CITY PROPERTY AT PLANTERS ST.	.05
34	FARMINGTON PARK	.20				112	CITY PROPERTY AT WARREN STREET	.75
35	DUNN STREET PARK	7.10				113	CITY PROPERTY AT ROSEWOOD ST.	.20
36	BRANCH STREET PARK	18.50				114	ELECTRICAL SUB-STATION ON S.R. 1542	2.00
37	ENGLEWOOD PARK	1.50				115	PROPOSED BOAT RAMP ON HWY 58	.60
38	HAPPY HILL PARK	3.36				116	PROPOSED BOAT RAMP ON S.R. 1933	.80
39	HOLLY STREET PARK	6.20				117	ROCKY MOUNT-WILSON AIRPORT	120.50
40	TALBERT PARK	4.60						
41	WILWOOD PARK	3.60						
42	PATTERSON DRIVE PARK	53.84						
43	BATTLE PARK	8.25						
44	EASTERN AVENUE PARK	13.00						
45	ART CENTER	.10						
46	CITY PROPERTY AT WOODLAND & SHEARIN STREET							
47								

MAP 7
MUNICIPAL LAND & SERVICES
STATE LEGEND AND THE WAY TO GO (FOLLOWING PAGE)

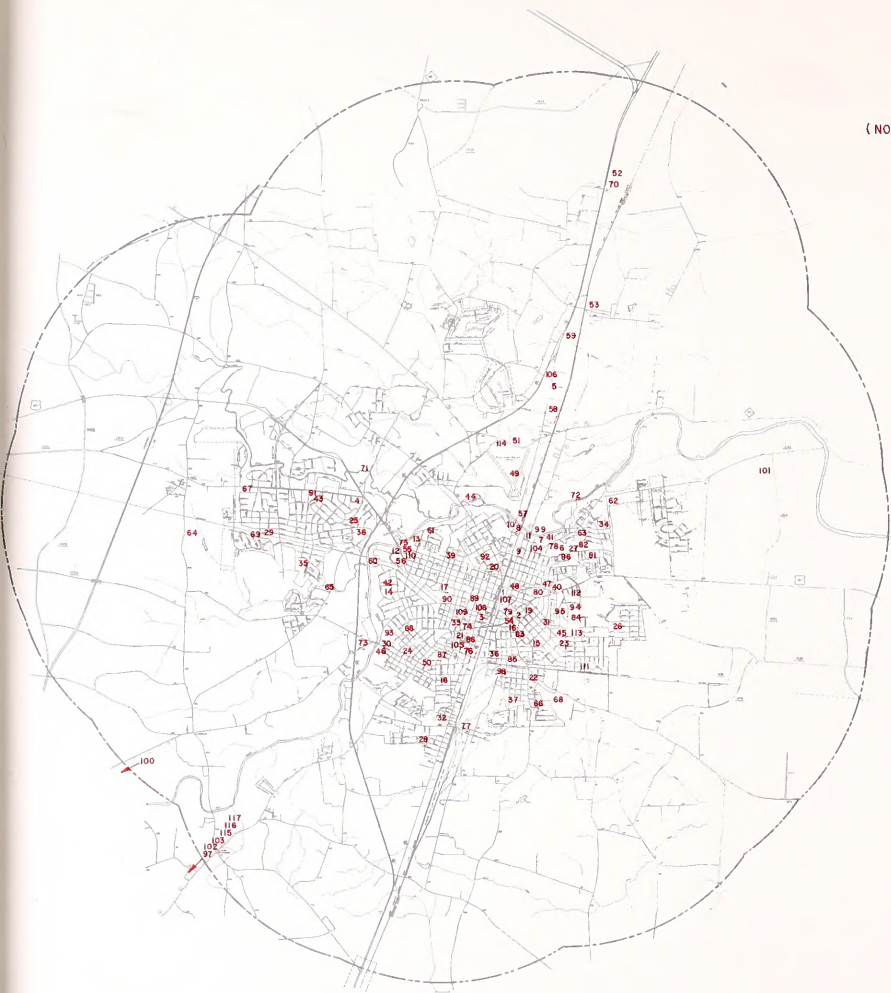


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3	FIRE STATION NUMBER 2	.40		(DOWNTOWN)		81	BASKERVILLE SCHOOL	12.00
4	FIRE STATION NUMBER 3	.29	50	WATER TANK-PAUL STREET	.75	82	PARKER SCHOOL	14.25
5	FIRE STATION NUMBER 4	1.50	51	WATER TANK-S. R. 154 ²	1.00	83	GORHAM SCHOOL	2.60
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9	CITY GARAGE, STORAGE FACILITIES, & ELECTRICAL SUBSTATION	6.00	55	OLD WATER PLANT	3.00	87	HOLLAND SCHOOL	7.00
10	PROPERTY ON THE TAR RIVER	2.00	56	CITY LAKE	20.00	88	WESTWOOD SCHOOL (PROPOSED) (CONTAINS WESTWOOD PARK)	8.03
11	TOM SMITH PARK	12.00	57	SEWER PUMP STATION-NORTH	.25	89	BRASWELL SCHOOL	2.46
12	POWER PLANT	4.25	58	CHURCH STREET NUMBER 1	.25	90	SENIOR HIGH SCHOOL	20.00
13	SUNSET PARK	25.00	59	CHURCH STREET NUMBER 2	.25	91	ENGLEWOOD SCHOOL	9.00
14	TAYLOR PARK	8.65	59	SEWER PUMP STATION-NORTH	.25	92	WILKINSON SCHOOL	4.00
15	MARIGOLD PARK	4.10	60	CHURCH STREET NUMBER 3	.25	93	EDWARD JR. HIGH SCHOOL	18.00
16	KITE PARK	1.00	61	SEWER PUMP STATION-LAFAYETTE AVENUE	.25	94	CITY SCHOOL ADMINISTRATIVE OFFICES	11.94
17	WESTERN AVENUE PARK	1.50	62	SEWER PUMP STATION-HARPER STREET	.25	95	PINEVIEW CEMETERY	68.80
18	BOONETOWN PARK	1.75	63	SEWER PUMP STATION-HILLSDALE	.25	96	NORTHEASTERN CEMETERY	12.28
19	SYCAMORE STREET PARK	.65	64	SEWER PUMP STATION-HALIFAX RD	.25	97	BOAT RAMP-TAR RIVER AT S. R. 1603	1.50
20	BRASWELL PARK & LIBRARY	4.75	65	SEWER PUMP STATION-MAPLE CK.	.25	98	CITY PROPERTY AT REX & VANCE STREET	.27
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25	ENGLEWOOD PLAYGROUND	.20	70	SEWER PUMP STATION-NOTTINGHAM ROAD	.10	103	BOAT RAMP-BEND OF THE RIVER	4.90
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27	EAST VIRGINIA STREET PARK	3.76	72	SEWER PUMP STATION-STONY CK.	.25	105	GAS HOLDER	.40
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29	WESTRIDGE PARK	1.70	74	ELECTRICAL SUB-STATION ROCKY STREET	.50	107	PUBLIC ALLEY BETWEEN TARBORO & HILL STREETS	.05
30	CITY PROPERTY ON HAMMOND STREET	1.00	75	ELECTRICAL SUB-STATION-TAR RIVER & SUNSET	1.25	108	PUBLIC ALLEY BETWEEN FRANK-LIN & PEARL STREETS	.19
31	CITY PROPERTY ON EASTERN AVENUE	.25	76	ELECTRICAL SUB-STATION-CENTER STREET	.10	109	CITY PROPERTY AT NANCE STREET	.15
32	HOME STREET PARK	2.75	77	ELECTRICAL SUB-STATION-FOURTH STREET	1.50	110	CITY PROPERTY AT BEAL & BRYANT STREETS	.10
33	MUNICIPAL STADIUM	4.50	78	ELECTRICAL SUB-STATION-LEGGETT ROAD	.50	111	CITY PROPERTY AT PLANTERS ST.	.05
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35	FARMINGTON PARK	12.40				113	CITY PROPERTY AT ROSEWOOD ST.	.20
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41	TALBERT PARK	6.20						
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44	BATTLE PARK	53.84						
45	EASTERN AVENUE PARK	8.25						
46	ART CENTER	13.00						
47	CITY PROPERTY AT WOODLAND & SHEARIN STREET	.10						

MAP 7

MUNICIPAL LAND & SERVICES

(NOTE: LEGEND FOR THIS MAP IS ON FOLLOWING PAGE)



N



CITY OF ROCKY MOUNT

SCALE: 1" = 2000'



----- CORPORATE LIMIT LINE
 - - - - - PLANNING AREA LIMIT LINE

MUNICIPAL LAND & SERVICES

(NOTE: LANDS ARE THE SAME AS ON PREVIOUS PAGE)



COMMUNITY FACILITIES ANALYSIS

This Community Facilities Analysis consists of an identification and evaluation of the function of governmental land uses which include the following: sewerage and water utilities; municipal landfill; municipal library; ~~city hall~~; educational and recreational facilities; and police, health and fire protection. Through the evaluation of those functions the efficiency of municipal services may be ascertained, and any deficiencies within those service functions identified. Collectively, the base data employed in this analysis and the analysis itself may serve as a preliminary basis for the development of individual plans for each type of community facility. However, the emphasis of this analysis is limited to land presently utilized for community facilities.

In this analysis there were two approaches used to evaluate the efficiency of the community facility services and to identify deficiencies of those services. When feasible, the approach of applying national standards or modifications of those standards to the local municipal situation was employed. Those standards which are explained in the individual sections of this analysis are based on the quantity of a facility needed to adequately serve a specified number of people and on an established service area which can be reasonably applied to each facility. The second approach involved interviews with municipal department heads and specialists in various facets of the operation of community facilities to identify existing deficiencies.

The municipal population figure utilized in this analysis is 39,500 as of January 31, 1974. That municipal population figure was derived from the following methodology. During the planimetric measurement of the existing land use, ~~all dwelling units in each district were counted.~~ When all net building permits issued subsequent to the measurement of each district were tabulated and added to the initial count to obtain an up-to-date municipal housing count of 13,580 dwelling units as of January 31, 1974. That dwelling unit count was multiplied by 2.91* persons per household to obtain the January 1974 population figure of 39,500.

*2.91 persons per household represents the average number of persons per dwelling unit in Rocky Mount according to the 1970 U.S. Census statistics.

Public Utilities

This section of the Community Facilities Analysis concerns sewer and water utilities, the municipal landfill operation, the public library and city hall. Streets and electrical utilities are not encompassed in the text for the following reasons. Although the City maintains the majority of the streets, new streets are constructed by private developers or by the North Carolina State Highway Commission. Electrical utilities are not discussed because electrical power to the urban area is supplied by five different companies; therefore, no comprehensive plan of electrical distribution is adhered to.

Sewerage

The municipal sanitary sewage collection system, with the exception of lift stations at certain locations, utilizes the gravity flow mode of operation. The planning area contains the following eight subbasins of the Tar River basin:

- | | |
|--------------------------|------------------------|
| - -Stony Creek basin | - -Indian Branch basin |
| - -Maple Creek basin | - -Beech Branch basin |
| - -Goose Branch basin | - -Compass Creek basin |
| - -Hornbeam Branch basin | - -Cokey Swamp basin |

The Cokey Swamp subbasin is the only subbasin which does not have its confluence with the Tar River in the Rocky Mount planning area. Cokey Swamp empties into the Tar River approximately fifteen miles east of the Rocky Mount urban area; therefore, lift stations are required to serve developed areas in this basin. Presently main sewer trunk lines exist in portions of the Maple Creek, Stony Creek, Tar River, Hornbeam Branch, Goose Branch and Cokey Swamp basins. Map 13 depicts the spatial distribution of sewer lines over fifteen inches in diameter.

While some of those trunk lines are operating at maximum capacity, other lines still have excess capacity; therefore, those areas characterized by excess sewerage line capacity have the potential to be developed for urban purposes and are noted to be the following areas:

- -Land adjacent to present eastern municipal boundary lying east of Glendale Drive, north of the Tarboro branch of the

- SCL Railroad and south of Rosewood Avenue.
- -Property located south of Raleigh Street (U. S. Highway 64 East), west of Meadowbrook Road, and north of Vernon Road.
- -Property located south of the Spring Hope branch of the SCL Railroad, west of Old Mill Road, and north of Maple Creek.
- -Land located north of Maple Creek and in proximity to Rocky Mount Academy.
- -Property bounded by U. S. Highway 64 Bypass, Stone Creek, and the initial development of the Candlewood Subdivision.
- -Property located in proximity to the intersection of Country Club Road (S. R. 1616) and Hunter Hill Road (S. R. 1544).
- -Property bounded by the Northgreen Village Planned Unit Development, U. S. Highway 301 Bypass, N. C. Highway 43, and N. C. Highway 48.

All sewage is processed by the municipal sewage treatment plant which is a secondary treatment operation. The maximum treatment capacity of the plant is 11.75 million gallons per day. The average daily amount of waste water treated by the plant is nine million gallons per day. However, excessive daily water usage may result in the treatment of 10.1 to 10.9 million gallons per day. During extensively rainy periods, the waste water load occasionally exceeds the treatment capacity of the plant because of infiltration problems.

Water

As indicated earlier in the Physiographic Analysis section of this plan, the City recently constructed a water treatment plant, located near the Tar River Reservoir, which is presently producing approximately thirty-nine percent of its maximum capacity of treated water. The remaining sixty-one percent of untapped capacity of the water treatment plant serves as potential for numerous extensions of sizeable water lines to serve new areas of development.

The Nash County portion of the planning area contains approximately six times more linear footage of water lines twelve inches and over in diameter than does the Edgecombe County portion of the planning area. That phenomenon results from the fact that the site of the present sewage treatment facility is located in Edgecombe County in proximity to the Nash-Edgecombe County line and downstream from the majority of the municipal urban development. Because the majority of the existing sewer lines function by the gravity

flow mode of operation, the existing sewerage lines are naturally installed at higher elevations than the sewage treatment facility. Through the combination of those higher elevations existing in the Nash County portion of the planning area and sewer lines being the forerunner of water lines, the present distribution of main water lines is consequently accounted for. However, it should be noted that the construction of the new sewage treatment facility in the extreme eastern portion of the planning area will open up numerous areas in Edgecombe County to be serviced by municipal sewerage lines. Those lines will subsequently initiate the extension of main water lines in the Edgecombe County portion of the planning area.

The Edgecombe County portion of the planning area has comparatively few water lines twelve inches or over in diameter. A water trunk line varying in diameter from sixteen to twelve inches exists from the intersection of Henry Street and the right-of-way of the main line of the SCL Railroad along Dunn Street, Short Street, Cokey Road and Planters Street to the line's termination at Fairview Road. A sixteen inch water line exists from Short Street along Branch Street in a northerly direction to George Street. From the intersecting point of Marigold and George Streets a sixteen inch water line is located along George Street to its intersection with Eastern Avenue. A twelve inch line is located along Madison Street and Myrtle Avenue from Eastern Avenue to Leggett Road. From that intersection the twelve inch line extends in a westerly direction along Spruce Street, Albemarle Avenue and Riverside Drive to North Church Street.

Municipal Landfill

The City of Rocky Mount disposes of its solid waste through the landfill method under contract with a private company. The present landfill site is located in the central eastern portion of the planning area on Gay Road (S. R. 1268) and consists of approximately ninety-nine acres. The City's yearly waste disposal consumes 230,000 cubic yards of space in the landfill. The existing landfill has a life expectancy of four and one-half to five years.

Library

Located at the intersection of Falls Road and North Church is Rocky Mount's only public library, Braswell Library which offers bookmobile service. The standard of two volumes per capita is recommended for the service population of Braswell Library.* The library's service population was calculated by assuming that one-half of the 1970 two county total population, excluding the population of Rocky Mount, plus the present 39,500 population of Rocky Mount constituted the service population. By dividing that service area population figure (78,000) into the 106,000 volumes of Braswell Library the resulting quotient is 1.36 volumes per person which represents a .64 per capita deficiency.

City Hall

The present buildings and space utilized for the administration of the municipal government consist of two buildings and one parking lot located on a .6 acre plot of land. The main building was constructed as a masonic temple and opera house in 1904 and was renovated in 1937 for use as a municipal building. The second building, formerly an office complex, was recently purchased to accommodate the necessary expansion for municipal office space and personnel. In the FY 1973-74 the two buildings were extensively renovated to make the structures more accommodative for the administration of municipal operations. The existing municipal parking lot cannot adequately accommodate the requirements of the Police Department vehicles and other City owned automobiles. The latest renovation should be considered an interim step while the development of plans and promotion for a new City Hall complex on a larger site are prepared.

Municipal School Facilities

The Rocky Mount Board of Education operates thirteen schools, and Chart 7 gives the name, location, grades, student enrollment and land area of each school. Map 8 depicts the spatial distribution of those educational facilities. Other municipal school property is listed in Chart 8. It should be noted that three private high schools, two county high schools, three county elementary

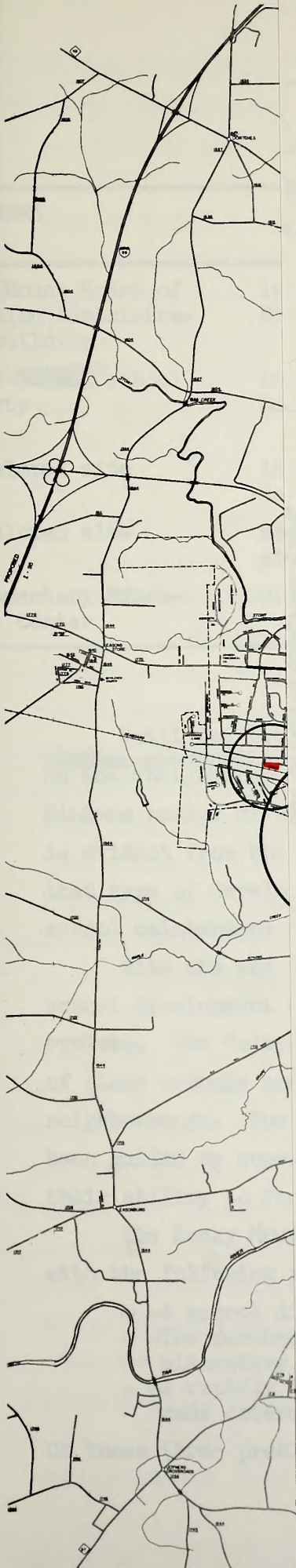
*Joseph De Chiara and Lee Koppleman, Planning Design Criteria. (New York: Van Nostrand Reinhold Company, 1969), pp. 192.

schools, two parochial grammar schools and two private grammar schools are attended by students residing in the planning jurisdiction of the City.*

CHART 7
ANALYSIS OF MUNICIPAL SCHOOL SYSTEM FY 1973-1974

NAME OF SCHOOL	LOCATION	GRADES	SIZE OF SITE (ACRES)	1973-1974 ENROLLMENT
Wilkinson	intersection of Grace Street-Peachtree St.	kindergarten	4.00	166
Englewood	intersection of Englewood Drive-Sunset Ave.	1-3	9.00	464
Braswell	intersection of Nash St.-Grace St.	1-3	2.46	366
Johnson	intersection of Bedford Rd.-Fairview Rd.	1-3	32.6	486
Battle	intersection of High St.-Franklin St.	1-6	2.25	256
Bassett	intersection of Green Ave.-Branch St.	1-6	2.1	224
Baskerville	intersection of Stokes St.-Virginia St.	4-6	12.00	554
Holland	intersection of Luper St.-Dexter St.	4-6	7.00	355
Pope	intersection of Coleman Ave.-Shearin St.	4-6	7.5	451
Parker	intersection of Hunter St.-Virginia St.	7	14.25	582
Edwards	intersection of Edwards St.-Hammond St.	8	18.00	632
Wilson	intersection of Hill St.-Arlington St.	9	2.6	616
Senior High	intersection of Howell St.-Hammond St.	10-12	20.00	1617
TOTAL			133.76	6769

*Due to the irregular geographical service area of some Nash and Edgecombe County schools a nominal number of students residing in the planning area attend other county schools that are not noted in the text.



RECREATIONAL FACILITIES AND SCHOOL PROPERTIES

LEGEND

- Public School Properties
- State Park Properties
- Recreational Facilities

SERVICE AREA OF EACH AREA

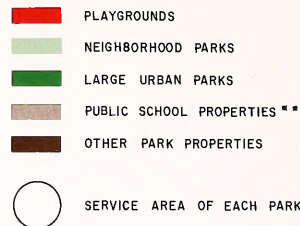
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MAP 8
RECREATIONAL FACILITIES
AND
SCHOOL PROPERTIES*



*Within the service area of some of the park and playground facilities, there are physical and cultural barriers which serve to effectively isolate some residential neighborhoods from the park facilities. Those barriers are explained in the Recreation Section of the Community Facilities Analysis.

Playgrounds have a one-quarter mile service area radius. Neighborhood parks have a one-half mile service area radius. Large urban parks have a service area that exceed the corporate limits.

**Excludes administrative offices. Williford School, located at the intersection of Curtis Street and Williford Street, is owned by the County Board of Education.

CITY OF ROCKY MOUNT



CITY OF ROCKY MOUNT

CHART 8
OTHER SCHOOL BOARD PROPERTY

NAME	LOCATION	FUNCTION	SIZE OF SITE IN ACRES
Rocky Mount Board of Education Administration building	intersection of Fairview Rd.--Walker St.	Administrative offices of City School system	11.94
former Gotham school property	intersection of Cokey Rd.--Marigold St.	Administrative offices of Elementary-Secondary Education Act	2.47
undeveloped site	intersection of Pine Haven Dr.--Westwood Dr.	Future site of elementary school	8.03
undeveloped site	adjacent to the western side of Farmington Park		33.65
Supplementary Educational Center	U. S. Highway 301 Bypass	Leased to Region I Council of Governments	4.09
TOTAL			60.18

Until the latter part of the 1960's the City school system had been developed on the "neighborhood school" concept. In essence each neighborhood school served a minimum number of students in its immediate vicinity. That development concept is evident from the spatial distribution of the facilities. The end result of that type of development has been less than maximum efficiency of classroom space, school maintenance and general operation of the educational system.

With the end of school segregation in 1968 the former trend of municipal school development changed and the concept of "city-wide" school facilities evolved. The "city-wide" school facilities approach involves the consolidation of older schools and serves students residing beyond the bounds of established neighborhoods. The evolution of the "city-wide" school system approach has been guided by consideration of the maximum use of existing facilities and their ability to function efficiently in the future.

The Rocky Mount Board of Education is currently facing or will be confronted with the following problems:

- -A school district that is not coterminous with the corporate limits.
- -The purchase of a site in the northwest portion of the City for an elementary school.
- -A rapidly increasing student population if the school district is made coterminous with the corporate limits.

Of those three problems, the fact that the municipal school district is not

coterminous with the corporate limits constitutes a major problem of very significant magnitude. The impact of having a non-coterminous corporate limit and school district affects every facet of urbanization: students, taxpayers, business and the general welfare of the City. Presently, only approximately seventy-six percent of the corporate land area is included in the school district. The remaining twenty-four percent of the corporate land area constituted mainly by commercial and industrial properties are not subject to the levy of the local school tax. Because of all of the property in the corporate limits is not subject to municipal school tax, the residential areas which compose nearly all of the City school district must pay a larger tax in order to sustain the desired level of quality education. The inequity of the issue stems from the fact that the entire community benefits from the local educational process (e.g. locally educated individuals are able to qualify and fulfill positions in the City's businesses and industries) although the local school system is only supported by seventy-six percent of the City's total land area. The situation has grown to a critical plateau because the rate of the local school tax levy is ninety-eight percent of the maximum rate as governed by the North Carolina General Statutes and the demand for expansion of the school district in new residential areas has exceeded the City school system's operational capacity to increase its size while maintaining the present level of quality education. Without local school tax from those municipal areas not included in the school district, the school system is left in the position that it cannot meet the demands generated by additional urban development. The handicap of limited educational opportunities ultimately stifles the economic viability of the community through the creation of skilled labor shortages and limited employment opportunities for future resident workers.

A second problem will be encountered in the selection of a site for the elementary school to be constructed in the northwest quadrant of the City as specified in the 1980 School Plan. Difficulties in the selection of the future site stems from the circumstances that the northwest portion of the planning area is beginning to develop intensively. Therefore, because of the elongated shape of the future school's service area, any site selection will mean significant travel to and from the school for a substantial number of those students. The proper location of that school is further jeopardized by the fact that it is tentatively scheduled to be the last facility constructed which leaves an extended period of time for development to occur upon the more feasible sites for a potential school location.

Another problem is the anticipated acceleration in the growth of the

student population. That expected increase will be the result of a municipal school system that is automatically coterminous with the corporate limits, natural increase, numerous annexations and immigration. That increase in student enrollment will result in more capital improvements and increase the cost of annual operational expenditures.

A final factor that sustains uncertainty in school development and sometimes constitutes a problem are the federal regulations under which the school system must operate. The issues of busing, ratios of integration and the fiscal power of federal school finances are significant regulatory factors which will control to a large extent the future development of the local school system.

Recreation

The Citizen Attitude Survey conducted in October, 1973 identified the need for more recreational facilities as the first priority problem confronting the City. As a result of that survey, the City Council adopted a goals and objectives policy document that identified more recreational opportunities as a top priority item. Through the analysis of the existing recreational facilities and the adherence to the recreational guidelines set forth in this plan, the present recreational inadequacies may be gradually diminished. The intent of this plan is to identify the needs and to establish recreational standards applicable to future urbanization to ensure the provision of sufficient recreational opportunities for the residents of Rocky Mount.

The development of the park classification system and applicable park standards for Rocky Mount were derived from the National Recreation and Park Association's standards concerning classification, acres/1000 persons, size range, population served and service area radii. (See Chart 9)

Those NRPA standards and classification systems were developed from a national perspective inclusive of large metropolitan areas of relatively high residential densities. Rocky Mount is characterized by a lower residential density as compared to an overall national municipal residential density. Thus, most of those national standards are designed to identify recreational needs in cities larger than Rocky Mount.

Through a discussion with the Director of Recreation and the planning staff a tri-category classification for parks in Rocky Mount has been formulated. This tri-category classification consists of the following park designations: playground; neighborhood park; and large urban park.

CHART 9
NATIONAL RECREATION AND PARK ASSOCIATION STANDARDS

CLASSIFICATION	ACRES/ 1000 PEOPLE	SIZE RANGE	POPULATION SERVED	SERVICE AREA
Playlot	*	2,500 Sq. Ft. to 1 acre	500-2,500	Sub-neighborhood
Vest pocket park	*	2,500 Sq. Ft. to 1 acre	500-2,500	Sub-neighborhood
Neighborhood park	2.5	Min. 5 acres up to 20 acres	2,000-10,000	$\frac{1}{4}$ - $\frac{1}{2}$ mile
District park	2.5	20-100 acres	10,000-50,000	$\frac{1}{2}$ -3 miles
Large urban park	5.0	100 + acres	One for ea. 50,000	Within $\frac{1}{2}$ hr. driving time
Regional park	20.0	250 + acres	Serves entire popula- tion in smaller communities; should be distributed through- out larger metro areas	Within 1 hr. driving time

The supporting criteria for each park classification is listed in Chart 10.

CHART 10
RECREATIONAL STANDARDS FOR PARKS IN ROCKY MOUNT

PARK CLASSIFICATION	ACRE/ 1000 PERSONS	POPULATION SERVED	SIZE RANGE	SERVICE AREA RADIUS
Playground	**	500-1000	1-3 acres	$\frac{1}{4}$ mile
Neighborhood park	2.5	2,000-10,000	6-10 acres	$\frac{1}{2}$ mile
Large urban park	2.0***	15,000-25,000	30-50 acres	city-wide

*Not applicable.

**The establishment of an acre per 1000 population ratio for a playground is not a mandatory guideline for the distribution of playgrounds because accessibility to a playground by service area children is the primary concern.

***The two acre per one thousand populace ratio for a large urban park in Rocky Mount is lower than comparable NRPA standards because the total population served is lower and Rocky Mount's population density is lower than the average national municipal population density.

An area classified as a playground is defined as an area established for recreational endeavors of children residing in proximity to the site. A one-quarter mile service area radius is deemed as the maximum distance a child should have to travel to a playground. A service area radius of one-quarter mile applied to most of the residential areas in Rocky Mount encompasses between 500 and 1000 people. The size range of a playground is one to three acres because the spatial requirements for the provision of play equipment and a general activity field require varying amounts of land. The amount of land necessary is influenced by physiographic features, street patterns, surrounding development, future development within the vicinity, land configuration and availability of land.

The neighborhood park is designed to fulfill the municipal obligation to provide recreational opportunities for adolescents and adult members of a neighborhood. A neighborhood park is defined as an area established for recreational purposes and designed to accommodate a variety of individual and team activities which may be undertaken by residents within the immediate vicinity. The national standard of 2.5 acres of land per 1000 persons is employed to establish the ideal ratio of land area to people. The population to be served by each neighborhood park ranges from 2,000 to 10,000 people as indicated by the national standard. The size range of a neighborhood park is six to ten acres. That size range is deemed adequate because a play area, four tennis courts, softball field, baseball field, handball court, basketball court, parking space for twenty-nine cars and an acre for passive recreation space consumes a little less than eight acres. All or a majority of those facilities would constitute the main components of a neighborhood park. Therefore, through maximum utilization of space, a six to ten acre site is sufficient to fulfill the purposes of a neighborhood park. The one-half mile service area radius will ensure that recreational opportunities for adolescents and adults are close enough to those residents in order that the maximum utilization of the neighborhood park will be realized.

The large urban park classification for Rocky Mount is designed to identify an area established and developed to encompass a comprehensive (passive and active) program of recreational opportunities for use by municipal residents and surrounding area residents. A ratio of two acres per one thousand persons has been derived by slightly reducing the NRPA's standard of 2.5 acres/1000 for

district parks because it is the judgment of the Recreation and Planning Departments that the two acre ratio, considering the present and anticipated future residential densities, is sufficient to provide the type of recreational facilities and areas that will have a positive city-wide impact. The population to be served by a large urban park in Rocky Mount consists of the 15,000-25,000 population range. That population range was deduced from NRPA's standard for 10,000-50,000 population served by a district park. That size range of a large urban park is determined by multiplying the two acre/1000 persons times the 15,000-25,000 service area populace to obtain the 30-50 acre size range.

Analysis of Parks and Recreational Facilities

The City of Rocky Mount currently has thirty-eight parks and three public boat launches at the Tar River Reservoir. A detailed analysis of those parks is presented in Chart 11 and an analysis of recreational facilities on school properties is presented in Chart 12. Those school properties supplement the recreational opportunities of public parks and in certain instances represent the only open space area in a neighborhood.

Through application of the supporting criteria of the park classification system as noted in Chart 10, the following parks have been classified:

PLAYGROUNDS

Aycock Park	Home Street Park	Leonard Park
Boonetown Park	Eastern Avenue Playground	Western Avenue Park
Lancaster Park	East Virginia Street Park	Marigold Street Park
Daughtridge Park	Dunn Street Park	Sycamore Street Park
Happy Hill Park	Englewood Playground	Holly Street Park
Rocky Mount Mills Park	Westridge Park	Taylor Park
		Kite Park

TOTAL - 19

NEIGHBORHOOD PARKS

Booker T. Washington - Tom Stith - Talbert Park Combination
 Branch Street Park
 Eastern Avenue Park
 Meadowbrook Park
 Southside Park
 Englewood Park
 Farmington Park

TOTAL - 7

PARK ANALYSIS

NAME OF PARK/PLAYGROUND	LOCATION	SIZE (ACRES)	OWNERSHIP (LEASED) (SCHOOL)	NUMBER OF FACILITIES										RECREATION BUILDING	PICNIC TABLES	OTHER APPARATUS	CONDITION OF PARK/PLAYGROUND: (PARTIALLY DEVELOPED) (UNDEVELOPED)
				FOOTBALL FIELD	SOFTBALL FIELD	REGULATION BASEBALL FIELD	LITTLE LEAGUE BASEBALL FIELD	GENERAL ACTIVITY FIELD	TENNIS COURT	BASKETBALL COURT	SWIMMING POOL						
Rocky Mount Mills	Falls Road-Silver Creek Intersection	.50	Leased													Swings, Climbing Bars, Merry-go-round	Developed
Eaglewood Playground	Gilman Road & Forest Ave. Intersection	.20	City														Partially Developed
Parmington Farmington	Avondale Ave.	12.4	City				1										Partially Developed
Happy Hill	Harris Street-Gold Street Intersection	1.50	City					1*		1 Paved Court 2 Goals						Swings See-saws	Developed
Home Street	Cedar Street-Home Street Intersection	2.75	City					1*		1 Paved Court 2 Goals				3		Merry-go-round See-saws Swings Baseball Backstop	Developed
Kite	Marigold Street-Edgcombe St.	1.00	City													Swings	Developed

Total: 10.00

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TOTAL - 19

NEIGHBORHOOD PARKS

Booker T. Washington - Tom Stith - Talbert Park Combination
 Branch Street Park
 Eastern Avenue Park
 Meadowbrook Park
 Southside Park
 Englewood Park
 Farmington Park

TOTAL - 7

NAME OF PARK/PLAYGROUND	LOCATION	SIZE (ACRES)	OWNERSHIP (CITY/LEASED/SCHOOL)	NUMBER OF FACILITIES										CONDITION OF PARK/PLAYGROUND (DEVELOPED/PARTIALLY DEVELOPED/UNDEVELOPED)		
				FOOTBALL FIELD	SOFTBALL FIELD	REGULATION BASEBALL FIELD	LITTLE LEAGUE BASEBALL FIELD	GENERAL ACTIVITY FIELD	TENNIS COURT	BASKETBALL COURT	SWIMMING POOL	RECREATION CENTER BUILDING	PICNIC TABLES		OTHER AMENITIES	
Rocky Mount Hills	Pelle Road-River Drive Intersection	.50	Leased											Swings Climbing Bars Merry-go-round	Developed	
Englewood Playground	Chapman Road-Forest Hill Ave. Intersection	.30	City												Partially Developed	
Paradise	Avondale Ave.	12.4	City				1								Partially Developed	
Hoppy Hill	Burns Street-Gold Street Intersection	1.50	City					1*		1 Paved Court 2 Goals				Swings See-saws	Developed	
Hone Street	Chapel Street-Hone Street Intersection	2.15	City					1*		1 Paved Court 2 Goals			3	Merry-go-round See-saws, Swings Baseball Backstop	Developed	
Rite	Marigold Street-Edgewood St. Intersection	1.80	City											Swings Climbing Bars	Developed	
Landstar	Lenta Church-Burns Street Intersection	4.20	City					1*		1 Paved Court 2 Goals			4	Merry-go-round Swings See-saws	Developed	
Lonsdale	Crane Street-High Street Intersection	4.10	City				1*		1*	1 Paved Court 2 Goals			2	Climbing Bars Swings, Slide Merry-go-round Shuffle Board Court Benches	Developed	
Municipal Stadium	Officer Street-Barnes Street Intersection	4.50	City	1*		1*								Press Box Stadium and Dishonor Seats Concrete Stand	Developed	
Donnellville	Calder Road-Oak Street Intersection	2.5	City		1*					1 Paved Court 2 Goals			1	Swings Concrete Stand	Developed	
Eastern Ave.	Eastern Ave.-Flanagan St. Intersection	8.25	City		1*		1		1*	1 Paved Court 1 Goal			4	Slide, Swings Tennis Backboard Merry-go-round	Developed	
Oakwood	Edgemo Ave.-Oakwood Dr. Intersection	.85	City											Swings, See-saw 3 Benches	Developed	
Paul Virginia Street	Wacker Street-Virginia Street Intersection	3.75	City									Cable			Partially Developed	
Dunn Street	Dunn Street-Washington St. Intersection	.20	City							1 Paved Court 2 Goals				Swings See-saw Merry-go-round	Developed	
Englewood	Forest Hill Avenue-Adams Road Intersection	10.50	City	1*		1*									Partially Developed	
Westridge	Western Terminus of Adams Road	1.7	City												Undeveloped	
Taylor	Evergreen Road-Wilson Ave. Intersection	8.65	City					1							Developed	
Holly	Fifth Road-Tap River Intersection	51	City												Undeveloped	
Holly Street	Holly Street-Ohio Street Intersection	1.30	City											Swings See-saw	Partially Developed	
Tanner Park	Myrtle Avenue-Laguer Road Intersection	6.20	City	1*		1*								Press Box Concrete Stand Scaffolding Swing, Merry-go-round etc.	Developed	
S.E. Wildlife Fishing Access Area	Tan River-South Church St. Intersection	1.9	City											Boat Ramp	Developed	
Alhambra Center	304 Alhambra Avenue	.1	City							1 Paved Court 1 Indoor Court 4 Goals		Locker Room Shower Room			Developed	
Barker T. Washington	Carolina Avenue-Virginia Street Intersection	4.2	City							2 Indoor Courts 4 Goals		Trompette Weight Sets Tumbling Mats Billiard Tables Ping-pong Tables Weight Lifting Machine Other Gym Equipment			Developed	
City Lake	Barnes Avenue-Pittsford Ave. Intersection	20.0	City											13 Park Benches	Developed	
Ayrack	Edwards Street-Ayrack Street Intersection	2.3	City		1*					1 Paved Court 2 Goals			3	Merry-go-round See-saw Swings	Developed	
Bonneton	Dr. Paul Street-Burns Street Intersection	1.75	City				1			1 Paved Court 2 Goals				Swings	Developed	
Grinch Street	Grinch Street-Lancaster St. Intersection	7.10	City					1*		1 Paved Court 2 Goals			4	Swings See-saw Merry-go-round	Developed	
Itasca	Fifth Road-Franklin St. Intersection	7.00	City											Boat Shed Swings, See-saw 3 Park Benches	Developed	
Waterford Avenue	Vyne Street-Western Ave. Intersection	1.50	City					1		1 Unpaved Court 1 Goal				Swings, See-saw 3 Park Benches Fire Place	Developed	
Marigold Street	Edgewood St.-Marigold St. Intersection	6.10	City					1	2	1 Paved Court 2 Goals			3	Swings 2 Park Benches	Developed	
Meadowbrook	Laguer Ave.-Dunbar St. Intersection	5.6	City	1*	1*				1*	1 Paved Court 2 Goals			3	Swings, See-saw Merry-go-round 4 Park Benches	Developed	
Patterson Drive	Patterson Dr.-East Avenue Intersection	3.6	City												Developed	
Southside	Amos Street-Ayrack Street Intersection	6.50	City					1		1 Paved Court 2 Goals			2	Fire Place Swings, See-saw Merry-go-round	Partially Developed	
Sunset	River Drive-Taylor Street Intersection	25.0	City				1		1*	1 Paved Court 2 Goals	1 (6,000 Sq. Ft.) 1 Wedding Post		10	Museum, Zoo Park-Put Golf Shooting Area Slide, Swings See-saw, Horsehoe Piscatorium Merry-go-round 21 Park Benches Boat Ramp Nightmare Train Slide Bridge	Partially Developed	
Cypress Street	Parker Street-Eastern Ave. Intersection	.65	City					1		1 Unpaved Court 1 Goal				See-saw Swings 4 Park Benches	Developed	
Walden	Edgar Drive-Edgewood Ave. Intersection	3.6	City											Swings	Developed	
Tom Doherty	Spencer St.-Edgewood Ave. Intersection	15.00	City				1	1	1*	1 Paved Court 2 Goals	1 (1,400 Sq. Ft.)		2	Slide, See-saw Merry-go-round Climbing Bars, Swings	Developed	
Arts Center	224 Juffe Rd.-East Street Intersection	13.00	City											Arts Center	Partially Developed	
Tap River Reservoir		1235.57	City													
	Head of the River Boat Ramp	6.5											4	Boat Ramp Lake Warden Office	Developed	
	Shively Creek Boat Ramp	1.00												Boat Ramp	Developed	
	Tap River S.E. 10th Boat Ramp	1.5												Boat Ramp	Partially Developed	
TOTAL		251.5 (Excluding Reservoir Property)		4	4	3	6	11	17	42 Goals	16,695 Sqr. Feet	5	10			Partially Developed

* - Some sets function as more than one sports field.

* - Denotes if facility is ligatured.

LARGE URBAN PARKS

City Lake - Sunset Park Combination
~~Battle Park - North Carolina Wildlife Fishing Access Area~~

TOTAL - 2

Exempt from that classification system are the recreational facilities of Albemarle Avenue Center, Wildwood Park, Patterson Drive Park, Braswell Park, the Arts Center and the Municipal Stadium. The Albemarle Center consisting of a gymnasium and an outside basketball court is so limited in function, area and location that it does not qualify for any status under the park classification system. Wildwood and Patterson Drive Parks are suitable only for limited forms of passive recreation due to numerous trees and drainage channels located on those properties. Both of those parks' main function is open space; and, therefore, neither qualifies under the classification system. Braswell Park serves only as open space due to the gradual recession of residences from the surrounding area, the extension of a street through the original park property, and a significant drainage canal situated in the center of the property. Thus, this park does not qualify under the park classification guidelines. The Arts Center provides only cultural activities and for that reason is not classified. The Municipal Stadium is not available to the general public for daily use; and, therefore, does not qualify under the City's park classification system.

The location of those parks and their service areas are depicted on Map 8. By analyzing the recreational opportunities in each planning district according to the supporting criteria as listed in Charts 10 and 15, the spatial recreational adequacy may be determined. Planning district one is not considered in this ~~recreational~~ analysis because there is not enough residential development to warrant recreational facilities in the district.

Planning District Two

Planning district two contains the recreational facilities of Tom Stith Park and the Albemarle Avenue Center. The service area radius of Booker T. Washington-Tom Stith-Talbert Park, a neighborhood park, encompasses over ninety percent of the district's residential areas. However, the southern half of this district is not within a one-quarter mile service area of any facility providing playground opportunities.

RECREATIONAL OPPORTUNITIES ON SCHOOL PROPERTIES*

NUMBER OF FACILITIES

[illegible]

Pope	Coleman Avenue - Shearin Street intersection	7.5	Rocky Mount Board of Education					1	2 unpaved courts 3 goals	slide
Parker	Hunter Street - Virginia Street intersection	14.25	Rocky Mount Board of Education							gymnasium
Edwards	Hammond Street - Edwards Street intersection	8	Rocky Mount Board of Education					1	1 unpaved court 2 goals 6 indoor goals	baseball backstop gymnasium
Gorham	Marigold Street - Cokey Road intersection	2.47	Rocky Mount Board of Education							
Undeveloped	Pine Haven - Westwood Drive intersection	8.03	Rocky Mount Board of Education				1	1	1 paved court 2 goals	
Wilson	Hill Street - Arlington Street intersection	2.6	Rocky Mount Board of Education						6 indoor goals 1 paved court 2 goals	gymnasium
Senior High	Howell Street - Hammond Street intersection	20	Rocky Mount Board of Education	1					2	6 indoor goals
Williford	Curtis Street - Williford Street intersection	6.54	Nash County Board of Education					1	1 unpaved court no goals	track gymnasium
TOTAL		140.8		1	1	1	1	11	2	47 goals

*Includes only school properties in the corporate limits.

**Denotes lighted facilities.

Planning District Three

Planning district three contains a portion of Tom Stith Park, the Booker T. Washington facility, Talbert Park and Holly Street Park. The service area radius of Talbert Park covers all of the district except for those properties in close proximity to Parker's Canal which is located in the extreme southern portion of the district. The Booker T. Washington facility has a service area consisting of all municipal economically disadvantaged areas due to its multi-functional capacity (recreational and social services). Holly Street Park constitutes the only playground in this district and its service area encompasses the central southern portion of district three. The Pope School property provides additional playground space for those residences in the southwest portion of the district. The service area of Virginia Street Park which is located in planning district four encompasses a portion of district three; however, this park affords few recreational opportunities due to its undeveloped state. The western and central portions of the district are not encompassed by the service area of a playground.

Planning District Four

Planning District four contains the designated playgrounds of Lancaster and Virginia Street Parks. Virginia Street Park functions primarily as open space, but it does contain a cabin used by various civic organizations. The utilization of Virginia Street Park is limited by its undeveloped state, the presence of the sewer plant operation and cemetery land use to the west of Cowlick Creek. The park's potential is also overshadowed by the adjoining school playgrounds of Parker and Baskerville Schools. Lancaster Park's service area encompasses the residential development situated between Virginia Street and the Tar River. The majority of the Weeks-Armstrong project and the Mayview Subdivision are not within the service area of any park. However, those two areas are afforded playground facilities by the school grounds of Parker and Baskerville. That portion of the district located east of the intersection of Leggett Road and S.R. 1249 is not encompassed by the service area of any recreational area. Only the extreme western fringe of district four is included in the service area of a neighborhood park, Booker T. Washington-Tom Stith-Talbert Park combination.

Planning District Five

Planning District five contains one neighborhood park, Meadowbrook Park,

which is ideally situated near the center of the district. The service area of that park encompasses nearly all of the district's existing residential development except for the public housing complex located on the southern side of Raleigh Street. D. S. Johnson School property provides additional recreational opportunities for those residences located in the western portion of district five. There are no playground facilities in the district except for the play apparatus at Meadowbrook Park; therefore, acute playground recreational deficiencies occur in the northern and southern portions of the district.

Planning District Six

One neighborhood park and three playgrounds constitute the public recreation facilities in this district. The service area of Eastern Avenue Park, a neighborhood park, encompasses all of the district except for those portions west of George Street and south of the Tarboro branch line of the SCL Railroad. The playground service area of Marigold Street Park encompasses the southwestern portion of the district. The abandoned Fannie Gorham School property provides some additional open space in the Marigold Street Park area. Oakwood Playground located at the intersection of Holder Drive and Oakwood Drive provides no significant function due to its extremely small size; therefore, a playground deficiency exists in southeast portion of the district. The northwest portion of the district is in the service area of Sycamore Street Park. However, approximately twenty-five percent of that playground's service area is severed by the major arterial of George Street. The service area of Holly Street Playground located in district three extend into the northern fringe of district six; however, sociological factors and the physical barrier of Raleigh Street preclude the utilization of Holly Street Playground by residents of district six. The D. S. Johnson School property situated adjacent to Fairview Road provides additional open space for the residents in the general vicinity. A small playground is being established at the intersection of Henna and Tessie Streets through the NDP urban renewal project. That park will provide limited recreational opportunities for children in the immediate vicinity.

Planning District Seven

There are two playgrounds and no neighborhood parks within district seven. Kite Park Playground is located in the northern section of the district and

provides a minimal amount of open space. George Street, a major arterial, constitutes a physical barrier between Kite Park and the northwest portion of the playground's service area. The remainder of the northern portion of the district is served by Kite Park. Dunn Street Park provides playground activity for the residents in the southern half of the district. Those residences developed in the southeast portion of the district and in proximity to Cokey Road represent the only area not encompassed by the service areas of either Kite or Dunn Street Parks. However, the Bassett School property located at the intersection of Green Avenue and Branch Street provides a small play area for the residents in that southwestern portion. The Fannie Gorham School property offers some recreational opportunities to the central eastern portion of the district. Only those properties situated along the Tarboro branch line of the SCL Railroad, the southern boundary of district seven, are included in the service area of a neighborhood park, Branch Street Park, located in district eight.

Planning District Eight

Planning district eight contains one neighborhood park, Branch Street Park, and one playground, Daughtridge Park. The service area of Branch Street Park encompasses all of the residential development in the district; however, the physiographic and sociological factors of the district lessen the maximum utilization of the park. A tributary of Little Cokey Swamp represents a physical barrier that precludes the use of Branch Street Park by residents to the south of that tributary. Also, portions of the district are inhabited by Black and white residents and resulting sociological conflicts prevent maximum utilization of Branch Street Park. Daughtridge Park is located in the apex of Old Wilson Road and Cokey Road. That playground service area encompasses the southeastern and southwestern fringes of districts seven and six, respectively, and the northeast portion of district eight.

Planning District Nine

One neighborhood park, Southside Park, and the playground of Home Street Park constitute the public recreation facilities in planning district nine. Located in the southern portion of the district, Southside Park's service area radius encompasses all of the district's residential development except the Westbrook Subdivision and those residential areas north of Union Street.

Limited access to that park from the residential areas north of Kingston Avenue prevents a more intense use of the facility. Also, the arterials of Kingston Avenue and South Church Street constitute barriers to those residents living to the north and east of those arterials, respectively. Home Street Playground affords recreational opportunities to residents in the northeast portion of the district. As in district eight, sociological factors and the physical barrier represented by a tributary of Little Cokey Swamp preclude a more intense use of that playground. There are no playgrounds to service the western portion of this district.

Planning District Ten

Planning district ten contains two parks classified as playgrounds. Leonard Park serves the entire northern half of the district. Its recreational opportunities are also supplemented by the Battle School and Holland School properties in the northern and western portions of the district, respectively. The majority of the southern half of the district is encompassed by the service area of the Boonetown Park playground. However, the extreme southwestern portion of the district is not within the service area of any recreational opportunity. None of this district is serviced by a neighborhood park.

Planning District Eleven

There are no public parks located within district eleven. The municipal baseball stadium is situated in the eastern portion of this district; however, that facility is limited to use by the nearby Rocky Mount Senior High School, organized functions of the Recreation Department and the games of the Rocky Mount minor league baseball team. Although the service area of Leonard Park extends into the southern central portion of this district, the arterial of Raleigh Street presents access problems to Leonard Park from most portions of district eleven. The Senior High School property provides open space areas for some recreational activities to residents in the northern central portion of this district. The small playground facility developed on a future elementary school site affords recreational activities to residents in proximity to the district's southern border of Westwood Drive. There are no neighborhood parks serving the residents of district eleven.

Planning District Twelve

Planning district twelve contains the recreational facilities of the City Lake Park and Western Avenue Playground. From a comprehensive recreational aspect the City Lake Park is considered to be part of the Sunset Park complex. The City Lake Park functions as open space for passive recreational activities of nearby residents as well as people from other areas of the City. The Western Avenue Playground located at the intersection of Vyne Street and Western Avenue serves the immediate neighborhood which is less than that indicated by the one-quarter mile service area because of the park's limited size. The open space areas of the Rocky Mount Senior High supplement the recreational opportunities for the residents in the southern and central portions of this district. The major traffic arterials of Grace Street and Sunset Avenue constitute physical barriers between the residences lying to the east and north, respectively, and those recreational facilities in the district. The eastern portion of this district is not served by any playground or neighborhood park. The Braswell School property located adjacent to the four lane arterial of Grace Street provides a small open space area.

Planning District Thirteen

Planning district thirteen contains Wildwood and Taylor Parks. As noted earlier, Wildwood Park's main and only function is open space. Although large enough in size to qualify as a neighborhood park, the development and functions of Taylor Park are more characteristic of a playground. Even though there is no functional neighborhood park in the district, large activity areas are provided by the Rocky Mount Senior High property which is adjacent to the eastern boundary of the district and the Edwards Junior High School property in the southern portion of the district. The southern central portion of this district is deficient in playground opportunities.

Planning District Fourteen

Planning district fourteen contains two playgrounds, the City's Art Center and two existing school sites. Aycock Park is located near the center of the district and its playground service area encompasses approximately two-thirds of the district and nearly all of the development within the district. Located along the district's northern border of

Westwood Drive and on the site of a future elementary school is a small temporary City playground which provides recreational opportunities for some residents in districts eleven and fourteen. Edwards Junior High School property, located in the northwestern portion of the district, provides a large activity field as a supplement to the district. In the eastern central portion of the district the Williford School property affords the surrounding development with a moderate amount of open space. The Rocky Mount Art Center is located in the district at the intersection of Nashville Road and Tar River. The cultural impact of the Art Center is City-wide and the thirteen acre site offers no active recreational opportunities due to its undeveloped state. The main deficiency in this district is the lack of recreational opportunities afforded by a neighborhood park.

Planning District Fifteen

The character of planning district fifteen is essentially undeveloped; and, therefore, there are no existing public recreation facilities within the district. The residential development in the district is limited to thirteen residences located on large lots along the district's southern border and a developing condominium complex located in the southeast corner of the district which includes recreational facilities within its planned development. The service area radius of nearby Englewood Park, a neighborhood park, extends into the northern portion of this district. However, the Spring Hope spur track of the SCL Railroad and U. S. Highway 301 Bypass will constitute impediments for access to the park if those areas east and south of the park are developed for residential land use in the future.

Planning District Sixteen

Planning district sixteen contains one neighborhood park, Farmington Park, and a small playground area dedicated for park purposes. The service area radius of Farmington Park encompasses nearly all of the district's area south of the Spring Hope spur track of the SCL Railroad with the exception of the Woodgreen Subdivision. The service area of that park is approximately fifty percent developed. Maple Creek which bisects the southern portion of this district constitutes a temporary, but major impediment to access to Farmington Park from those residential areas south of the Creek because

there are no streets connecting that portion of the district directly to the park. That park has been recently acquired and its development is in the initial stage.

There is a 1.7 acre tract of land located at the terminus of Amherst Road. That site is presently not developed, although it does have potential to be a playground. Its service area encompasses the eastern portion of Woodgreen Subdivision and a portion of the Westridge Subdivision. The Englewood School property provides a general activity field for residents in the northeast portion of the district. The remaining portion of this district inclusive of the land north of Winchester Road to Stony Creek, west of Winstead Avenue, and the Kandemor Subdivision are not afforded any playground or neighborhood park facilities. A preliminary subdivision plan calls for a small playground to be established to serve the Candlewood residents.

Planning District Seventeen

Planning district seventeen contains the recreational facilities of Englewood Playground, Englewood Park and Patterson Drive Park. Englewood Playground consists of a very small tract of land located at the intersection of Clifton Road and Forest Hill Avenue. Its service area encompasses the eastern portion of the district; however, because of its small size, its use is limited to residents living in close proximity to it. Englewood Playground does not contain any play equipment. While the site does have limited potential to function as a minor playground, it presently serves no purpose other than an open space area. Englewood Park located at the intersection of Forest Hill Avenue and Amherst Road serves as a neighborhood park. The eastern half of Englewood Park's service area includes only commercial and vacant land use. The western portion of that service area includes approximately eighty percent of the residential development in the district. The majority of the remaining twenty percent is located close to the Englewood School activity field. Patterson Drive Park is located adjacent to Sunset Avenue, but is not classified in the recreational inventory because it functions only as open space. A playground deficiency exists throughout the district.

Planning District Eighteen

Planning district eighteen contains one of the large urban parks, Sunset

Park, and two playgrounds consisting of Rocky Mount Mills and Happy Hill Parks. Sunset Park constitutes the City's most popular park because it provides a wide array of individual and group activities, both passive and active recreational opportunities for the City and area residents.

Happy Hill Playground is located near the central portion of this district. The playground is utilized to a significant extent by residents of the Black neighborhood situated adjacent to three sides of the park. Sociological conflicts and more direct access to Sunset Park preclude use of this playground by white residents residing in proximity to the west.

Rocky Mount Mills Park contains City play equipment although the land is retained by Rocky Mount Mills. That park is very small and only serves those residents living in close proximity to it. Braswell Park is located in the eastern portion of district eighteen. As previously discussed, Braswell Park's sole recreational function is open space. The Wilkinson School property provides a general play field at the intersection of Grace and Peachtree Streets. In district eighteen, areas deficient in playground space consist of the residential area between Earl Street and West Spring Street and the southeast portion of the district east of North Howell Street.

Planning District Nineteen

Planning district nineteen contains no park property. Although this district is not heavily populated nor is it likely to be, the existing populace of the district is experiencing a deficiency in recreational opportunities. The Tar River will constitute a barrier to the utilization of the Battle Park facilities by the residents in this planning district. The majority of this district is in the service area radius of Tom Stith Park, but the physical barriers of North Church Street, commercial development and the main line of the SCL Railroad preclude utilization of that park by residents in district nineteen.

Planning District Twenty

Planning district twenty contains no public recreation areas. The majority of the residents in the Swelton Heights Community, which constitutes all of the urban development in the district, will be at least one-half mile from the active recreational facilities to be developed in Battle Park.

Therefore, even in light of the development of Battle Park, the central portion of district twenty will continue to have a deficiency in playground opportunities.

Planning District Twenty-One

This planning district contains the majority of the Battle Park property which will offer recreational opportunities for all municipal and surrounding area residents. There are less than forty-five dwelling units dispersed throughout the district and there is not likely to be any significant new residential construction in the area. Therefore, the existing and projected development of the district does not warrant the establishment of any playgrounds or neighborhood parks in addition to the Battle Park complex.

Planning District Twenty-Two

In planning district twenty-two, residential development almost totally consists of the Northgreen Village planned unit development. That planned unit development has private recreational facilities for the residents of that community; therefore, upon completion of that development most recreational activities will be available. However, a neighborhood park will be needed in the general area to provide some recreational activities that are not included in the development of Northgreen Village.

Comprehensively, through application of the supporting criteria in Chart 10 for the establishment of each type of park, Chart 13 was developed summarizing the supply and demand for parks in the City of Rocky Mount.

CHART 13

COMPREHENSIVE SUMMARY OF PARK SUPPLY AND DEMAND

<u>PARK CLASSIFICATION</u>	<u>NO. OF EXISTING PARKS</u>	<u>NO. OF PARKS IN DEMAND</u>	<u>EXISTING DEFICIENCY</u>
Playground	19	36	17
Neighborhood	7	13	6
Large Urban	2	2	0

The number of parks in demand as listed in Chart 13 were derived through the following analytical process. For playgrounds, the population to be served by each playground was established to be one to be one

thousand persons. The figure of one thousand persons was calculated by selecting a medium-density residential area of Rocky Mount and counting the number of dwelling units within the playground service area of one-quarter mile. That dwelling unit count was multiplied by the 1970 U. S. Census average of 2.91 persons per household in Rocky Mount to obtain the product of 704 persons. That figure of 704 persons was raised to one thousand persons to include the residential areas where the housing density is slightly higher.

The second step of that analytical process consisted of an analysis of the recommended spatial distribution of each type of existing park and the identification of eighteen deficient areas. Therefore, the spatial distribution analysis indicated that thirty-six playgrounds are needed to fulfill the City's recreational demand. That figure of thirty-six is reinforced by dividing the present population of the City (39,500) by the one thousand persons calculated to reside in a one-quarter mile service area radius. The resulting quotient of 39.5 supports the spatial distribution analysis.

The same process was applied for the determination of the needed number of neighborhood parks. Analysis of the spatial distribution of the existing neighborhood parks according to the one half-mile service area radius indicated a need for thirteen neighborhood parks. The average number of inhabitants within the one half-mile neighborhood park service area was calculated by counting the number of dwelling units in the service area of a medium-density residential district and multiplying that count by the 1970 U. S. Census average of 2.91 per household in Rocky Mount. The resulting product, 2001 persons was raised by nearly 500 persons to compensate for the slightly higher density of the City as a whole. The total City population (39,500) was divided by 2,500 to yield a quotient of thirteen which supports the projected demand for neighborhood parks as indicated by the spatial distribution analysis.

The demand for large urban parks was derived by obtaining the median figure of the service population for a large urban park, 20,000, and dividing that median figure into the City's population (39,500). The resulting quotient is nearly two. The impact of Sunset Park and the projected development of Battle Park are considered to exceed the bounds of the corporate limits which is consistent with the large urban park definition.

Chart 14 depicts NRPA recreation standards for the establishment of the more prevalent types of recreation facilities.

CHART 14

NATIONAL RECREATION & PARK ASSOCIATION STANDARDS FOR SPECIAL FACILITIES

<u>FACILITY (OUTDOOR)</u>	<u>STANDARD/1000 PEOPLE</u>	<u>COMMENT</u>
Baseball Diamonds	1 per 6,000	Regulation 90'
Softball Diamonds (and/or youth diamonds)	1 per 3,000	
Tennis Courts	1 per 2,000	(best in battery of 4)
Basketball Courts	1 per 500	
Swimming Pools	Based on 15 sq. ft. of water for 3% of population	
Neighborhood Centers	1 per 10,000	

Those NRPA facility standards are the basis for the establishment of more applicable standards for those facilities in Rocky Mount. The facility standards to be employed for park development in Rocky Mount are listed in Chart 15.

CHART 15

ROCKY MOUNT RECREATION STANDARDS FOR RECREATIONAL FACILITIES

<u>FACILITY</u>	<u>FACILITY/1000 PERSONS</u>
Tennis Court	1/1,500
Baseball Field	1/7,000
Softball Field	1/3,000
Basketball Court	low-income areas 1/500; moderate-income above 1/1,000
Neighborhood Center	1/10,000

This ratio of tennis courts was lowered from the NRPA standard of 1/2,000 to 1/1,500. That ratio was lowered because of the intense use of the present tennis facilities and the additional demand generated by the formation of new tennis clubs. The City's standard of 1/7,000 for baseball fields is slightly higher than the NRPA standard of 1/6,000. Over the past years, there has been little demand and interest exhibited by the citizens; thus the local standard was raised slightly higher than the NRPA standard. The establishment of local standards for basketball courts consists of two

ratios. The lower ratio of 1/500 is synonymous with the national standard and will be applied to economically disadvantaged areas of the City while the higher ratio of 1/1,000 will be applied to middle- and upper-income areas. The need for dual standards results from the fact that middle- and upper-income areas are characterized by an abundance of private basketball goals which lessens the demand for public outdoor basketball facilities. The national standard of fifteen square feet of water area per person for three percent of the total population is applicable to Rocky Mount. In addition to the two public swimming pools, it is noted that the reservoir, private swimming pools and commercial interests also fulfill the demand for swimming facilities in the Rocky Mount area. The national standard of one neighborhood center for every 10,000 persons is applicable as a local standard. A neighborhood center is usually inclusive of the following list of facilities:

OUTDOOR FACILITIES

parking spaces	baseball field
tennis court	tot lot
football field	multi-purpose play area
picnic area	archery field
outdoor play equipment	

INDOOR FACILITIES

gymnasium	meeting room
offices	exercise room
kitchen	teenage rap room
senior citizen activities room	
snack counter	
craft activity room	
storage	

Presently, the City has only one facility that qualifies as a neighborhood center. That facility is a portion of the former Booker T. Washington School which was recently purchased and renovated by the City as a multi-purpose community facility.

The procedure for determining the demand for each facility involved dividing the total municipal population (39,500) by the specified number of persons per facility as indicated by the ratios listed in Chart 15. The results of that mathematical process which outlines the total demand for certain facilities in Rocky Mount are listed in Chart 16.

CHART 16
COMPREHENSIVE SUMMARY OF SUPPLY AND DEMAND FOR
CERTAIN RECREATIONAL FACILITIES

FACILITY	SUPPLY	DEMAND	DEFICIENCY
Baseball Field	3	6	3
Softball Field	4	13	9
Tennis Court	17	26	9
Basketball Court (Inclusive of economically depressed and middle-upper income-areas)	44	53	12
Neighborhood Center	1	4	3

From this diagnostic identification of the demand in the City for various types of parks and for certain facilities, the City is in the position to initiate action to alleviate those areas of recreational inadequacy.

Police Department Facilities

The analysis of the Police Department was conducted through a personal interview with the Police Chief and the following aspects of the Department were examined:

- spatial requirements.
- equipment requirements.
- manpower requirements.

The discussions on equipment and manpower requirements were beneficial, but did not relate directly to land use. Therefore, only the spatial requirements of the Police Department will be presented in this analysis. That equipment and manpower requirement data will be used in the development of a detailed Community Protection Plan.

Spatial requirements of the Police Department were identified and found to consist of the cell detention area, classrooms, record and identification division, dispatcher division, and offices. Although the present cell detention quarters do not meet the North Carolina Department of Correction's requirements, plans have been formulated to construct a regional jail facility outside the planning area within the next five years through a joint effort by Wilson and Nash Counties and the Cities of Wilson and Rocky Mount. The proposed regional jail facility would eliminate the inadequacy of the present cell detention quarters. The removal of the cell detention facilities from the Police Depart-

ment would provide space for future expansion of classrooms, storage, and administrative facilities. The only substantial land use requirement which will be needed, as soon as the City disposes of the present downtown airport property, is a new pistol and rifle range. Police Department calculations indicate that a minimum of five acres and an optimum site of ten acres would be desirable. Improvements to the site would consist of a target house, training center building, and landscaping.

Health Facilities

Health facilities in the Rocky Mount planning area consist of two hospitals, the City Health Department, the Edgecombe-Nash Mental Health Center and a number of private physicians. The two hospitals, Nash General and the Rocky Mount Sanitarium, Inc., have 292 and forty-three bed capacities, respectively. The Nash General Hospital was opened in 1971 and is a public facility which was constructed through a bond issue. The Rocky Mount Sanitarium, Inc., is a privately owned and operated enterprise. There are approximately eighty-one physicians practicing in the planning area, forty-four of which compose Nash General's active staff.

Those health facilities provide the planning area with adequate health service as indicated by the following standards. The national standard is 3.5 hospital beds per 1000 people.* Using a service area population of 70,000, consisting of the population residing within the planning area and two-thirds of the remaining Nash County population, the local hospital bed ratio is 4.8 per 1000 population. The 1967 North Carolina statistics show a physician/population ratio of 1:963 and a national ratio of 1:711.** The local physician/population ratio within the service area is 1:864. Although the local ratio is representative of fewer physicians per people than the national average, that difference is accountable to the rural nature of the service area as compared to the more urbanized areas on a national scale. However, the planning area has essentially more physicians per persons

*Letter from Bryant Aldridge, Nash General Hospital Administration, Rocky Mount, North Carolina.

**First Biennial Report-Research and Evaluation Division July, 1968
(Raleigh, North Carolina: Office of Comprehensive Health Planning, 1968), p.219.

as compared to the state's average physician/population ratio.

The land utilized by those medical facilities consists of small individual doctors' offices dispersed throughout the City and those facilities developed on the Nash General Hospital site constituting a medical arts complex. The Nash General site is zoned strictly for medical arts activities and approximately thirty-five percent of the 123 acre tract is undeveloped. Preparations for the construction of a new Rocky Mount Sanitarium, Inc. Hospital at the intersection of Falls Road and Franklin Street and the abandonment of the present facility constitute the only announced medical additions within the planning area.

Fire Department Facilities

The adequacy of fire prevention facilities is dependent upon a number of factors. Those factors are:

- -Radial distance from a fire station to a specific site.
- -Ease of accessibility from a fire station to a specific site.
- -Size of water mains serving a site.
- -Proximity of the site to fire hydrants.
- -Built-in fire prevention systems.
- -Combustibility of the building material.
- -Value of a given development.

From those factors, the fire insurance rates of individual sites are determined. Ultimately, all of the individual rates determine the City's overall fire insurance rate. However, from a city-wide perspective the standard most often applied in the evaluation of the efficiency of municipal fire protection services is that each parcel of developed property should be within a two-mile radial distance of a fire station. For the purpose of this analysis, that standard has been employed.

Map 7 depicts the location of the four existing fire stations and Chart 17 yields specific data on each of the four sites. By establishing a two-mile radius around each fire station, the three following locations are found to contain property within the corporate limits that is not within a two-mile radius of a fire station:

- -Westernmost portion of the Candlewood Subdivision situated adjacent to Halifax Road (S.R. 1544).
- -Westernmost portion of the K. L. Edwards Subdivision and property

north of Fleming Street in the south Rocky Mount area.

- -Majority of the Cloverdale Subdivision located at the intersection of Leggett Road (S.R. 1243) and Springfield Road (S.R. 1250).

This lack of adequate fire protection services to those locations constitutes problems for the City as well as those individual locations. By not having adequate fire protection services in those areas, the City is confronted with:

- -The necessity to appropriate a capital improvement allocation to expand the number of fire stations.
- -Jeopardy to the City's fire insurance rating.
- -Limited growth in those areas due to the City's inability to furnish the required services.

The present inadequacy of fire protection services is not a serious deficiency. However, the existing inadequacies serve as a warning that if additional developments in those three locations not having service are annexed, the magnitude of the problem will increase significantly.

CHART 17

EXISTING FIRE STATION FACILITIES

NAME	LOCATION	ACREAGE UTILIZED	MAN-POWER
Fire Station No. 1	intersection of Tarboro and George Streets	1.84	One truck company One pumper company One reserve pumper
Fire Station No. 2	intersection of South Church and Hammond Streets	.4	One pumper company
Fire Station No. 3	2617 Sunset Avenue	.29	One pumper company
Fire Station No. 4	intersection of U. S. Highway 301 Busi- ness and Gelow Road	2.00	One pumper company

POPULATION

Past Trends

In analyzing the growth of a population, two factors surface as the most prominent considerations: the increase in population by either in-migration or by natural increase, and the decrease in population through a natural decrease or out-migration. Rocky Mount has experienced a continued total population increase and a greater percentage increase of total population than have Edgecombe and Nash Counties since 1900, as shown in Chart 18.

CHART 18

POPULATION TRENDS IN THE CITY OF ROCKY MOUNT, AND EDGECOMBE
AND NASH COUNTIES 1900 TO 1970

YEAR	EDGECOMBE	NASH	TOTAL	ROCKY MT.	PCTG. OF TOTAL
1970	52,341	59,120	111,461	34,284	30.8
1960	54,226	61,002	115,228	32,147	27.9
1950	51,634	59,919	111,553	27,697	24.8
1940	49,162	55,608	104,770	25,568	24.4
1930	47,894	52,782	100,676	21,412	21.3
1920	37,995	41,061	79,056	12,742	16.1
1910	32,010	33,727	65,737	8,051	12.2
1900	26,591	25,478	52,069	2,937	5.6

Source: Rocky Mount Chamber of Commerce, 1973.

The 1970 census of population recognized 34,284 persons residing in Rocky Mount.* Rocky Mount's population growth from 1940-1970 has been continuous. (Refer to Chart 18) During the same period, the State and the Nation showed substantial growth (over ten percent [10%] per decade with Edgecombe and Nash Counties having a comparatively slow increase until 1970). In that year both counties experienced a noticeable decrease in overall population.

*U. S. Census Data 1970.

CHART 19

1940 - 1970 POPULATION GROWTH COMPARISON FOR ROCKY MOUNT AND SELECTED AREAS

	1940	1950	1960	1970	PCTGE. OF CHANGE		
					1940-50	1950-60	1960-70
N.	3,571,623	4,061,929	4,556,155	5,082,059	+13.7	+12.2	+11.5
ON	132,164,569	151,325,798	179,323,175	203,211,926	+14.5	+18.5	+13.3
COMBE CO.	49,162	51,634	54,276	52,341	+ 5.0	+ 5.1	+ 3.6
CO.	55,608	59,919	61,002	59,122	+ 7.8	+ 1.8	+ 3.2
MT.	25,568	27,697	32,147	34,284	+ 8.3	+16.1	+ 6.7

Source: U.S. Census of Population, 1940, 50, 60, 70.

The growth rate of Edgecombe County dropped from 5.1 percent by 1960 to -3.6 percent by 1970. Nash County followed the same trend, showing a change between 1950 and 1960 of 1.8 percent and -3.2 percent between 1960 and 1970. Reasons for the loss in population by Nash and Edgecombe Counties can be traced to the following general factors: the lack of local opportunity, the decline of local agricultural employment, the lack of diversity in the local industry, and the general attractiveness of opportunities to be found in metropolitan areas. This trend has been followed by other non-metropolitan counties across the nation in recent decades.

In contrast, Rocky Mount has shown steady population growth. Between 1950 and 1960, it had a 16.1 percent increase, comparable to that of the Nation, and exceeded that of the State. The reasons for Rocky Mount's growth can be traced to the following factors: it is the largest community in the two county area, the primary trade center, and the majority of the area's industry is located in or adjacent to the City. In addition, annexations have accounted for some of the increase in the City's population.

Migration

In recent years, the prevailing trend of population movement throughout the State has been the migration of people from rural to urban areas. That trend has been encouraged by technological change and innovation, particularly in agricultural production.

The continuing decline in agricultural employment has been responsible for a large part of the migration from the Rocky Mount area. To arrive at the total loss in population as the result of migration, the natural population increase,

defined as the number of births in excess of deaths, must be known. Chart 20 indicates the migration trends for Rocky Mount. The 1960 population for Rocky Mount was 32,147 and the natural increase numbered 3,382 during the period 1960 - 1970. Therefore, a population total of 35,529 should have resulted by adding the 1960 population and the natural population increases. However, the 1970 census of population indicated the population to be 34,284. Thus, a population of 34,284 indicates that 1,245 persons migrated out of Rocky Mount.

NET MIGRATION, CHART 20 1960 - 1970
NET MIGRATION, ROCKY MOUNT 1960 - 1970

1960 Population	32,147
Natural population increase	3,382
Expected 1970 population	35,529
Actual 1970 population	34,284
Net out-migration	1,245

Source: U.S. Bureau of Census, 1960, 1970
N.C. Department of Human Resources
Division of Health Services

For the most part, the migration that occurred in Rocky Mount in the 60's is probably the direct result of approximately 2,000 persons being unemployed due to the 1965 decline in agricultural activity.

Composition of the Population

Age

Different age groups fluctuate in size and rate of growth. It is beneficial for the City of Rocky Mount to know those trends in order to anticipate future demands for community facilities and services which the City will be expected to provide.

Rocky Mount increased in population between 1960 and 1970 from 32,147 to 34,284. The largest increase occurred among persons 65 and over; however, changes in several age groups occurred. Chart 21 shows that the City had a

significant decrease in population of persons under 5 and between ages 25-44.

CHART 21

POPULATION BY AGE AND SEX
ROCKY MOUNT
1960-1970

1960					1970				
	MALE	%	FEMALE	%	AGE	MALE	%	FEMALE	%
0-4	1,719	5.3	1,802	5.6	0-4	1,377	4.0	1,377	4.0
5-14	3,367	10.3	3,368	10.5	5-14	3,427	10.2	3,400	9.9
15-24	1,837	5.9	2,276	7.1	15-24	2,428	7.1	2,757	8.1
25-34	1,915	6.0	2,268	7.1	25-34	1,803	5.3	2,106	6.1
35-44	2,200	6.8	2,436	7.5	35-44	1,937	5.6	2,176	6.3
45-54	1,649	5.2	2,080	6.4	45-54	2,031	5.9	2,367	6.9
55-64	1,226	3.8	1,559	4.8	55-64	1,467	4.3	2,018	5.9
65+	972	3.0	1,473	4.6	65+	1,357	4.0	2,256	6.4
TOTAL	14,885	46.3	17,262	53.7	TOTAL	15,827	46.2	18,457	53.8

Source: U.S. Census of Population, 1960, 1970.

According to reports from the Rocky Mount Chamber of Commerce, in 1965 agricultural employment experienced a radical drop in available jobs which resulted in approximately 2,000 persons being unemployed. The agricultural employment decrease combined with other forces such as migration and mortality to cause the population decrease in the 25-44 age group (this age group constituted a majority of the labor force). The decrease in the 25-44 age group and the overall decreasing birth rate should account for the loss in the under 5 population. These changes in the composition of age groups can have some important implications for Rocky Mount's future. Fewer young people will decrease the demand for school space and the delivery of the goods and services normally associated with that age group. Fewer youths also will mean fewer workers for the future. The increase in the number of middle-aged and senior citizens indicate a future demand for an increase in specialized health care, recreation, and housing services.

Racial Composition

The proportion of non-whites in the Rocky Mount population has shown a continual decline. In 1950, non-whites accounted for approximately thirty-

nine percent of the total population, and in 1970, 34.3 percent. Although there was a gain in both the white and non-white population, the non-white population increased at a lower percentage rate. This trend toward a lower absolute percentage of non-whites can probably be explained by the lure of large cities and in many cases, the expectation for better opportunities in metropolitan areas.

Education

The educational facilities serving Rocky Mount include thirteen public schools, two parochial schools, one four-year co-educational college, three private schools (two being located outside of the city limits), two technical institutes, and one Opportunities Industrialization Center.

The median school year completed in Rocky Mount for persons twenty-five years and over was 9.8 years in 1960 and 11.1 years in 1970.* At the State level in 1970, the median school year completed was 10.6. Approximately eighty-nine percent of all persons 14 to 17 years in North Carolina were in school in 1970. By comparison, 94.9 percent of all persons 14-17 years in Rocky Mount were in school.** The Black population in Rocky Mount had a median school year completed of eight, slightly below that of the Black population of the State, which was 8.5 in 1970.***

There is room for improvement in the median school years completed for the City as a whole and especially among the Black population. These percentages point out the need to continue upgrading city educational programs including the following: pre-school, regular school, and technical education programs.

Sex

In 1970, 46.2 percent of Rocky Mount's population was male and 53.8 percent female, while the State as a whole had a population composition of forty-nine percent male and fifty-one percent female. Thus, Rocky Mount had slightly less

*Bureau of the Census, General Social & Economic Characteristics, P.C. (1). C 35 (U.S. Department of Commerce, Washington, D.C.), 1970.

**Ibid.

***Ibid.

than the State's male ratio and correspondingly more in its female ratio (Refer to Chart 22).

CHART 22
MALE-FEMALE RATIO 1960-1970

<u>ROCKY MOUNT</u>		<u>NORTH CAROLINA</u>		
Male	Female			
14,855	17,262	1960	2,247,069	2,309,086
or	or		or	or
46.3%	53.7%		49.3%	50.7%
15,827	18,457	1970	2,488,367	2,593,692
or	or		or	or
46.2%	53.8%		49%	51%

Source: U.S. Bureau of Census 1960, 1970.

The male/female ratios for the Rocky Mount population have changed little over the years. The 1970 figures do not indicate any unusual imbalance in the number of males and females. However, an interesting fact is that both males and females have a slightly longer life span in Rocky Mount than in the State as a whole.

ECONOMIC ANALYSIS

Since the '60's, manufacturing concerns in and around Rocky Mount have been producing goods of many types. Most of the products have been purchased and consumed by people outside of the Rocky Mount area. Normally, individuals spend their income at retailers' shops in exchange for goods they need. The receipts from the retailers are used to buy additional stock from the manufacturer; who in turn uses these receipts to buy raw materials and pay for the costs of production. Thus, money is kept circulating most of the time. In short, money flows as wages to the workers, as receipts to the retailers, as income to the manufacturer, and as wages to the workers, again, making the flow of money complete.

As long as the money circle is continuous, there is usually no general recession in employment, retail sales, or in production. This should result in a vigorous economy.

Employment

In Rocky Mount, as in other cities, only a portion of the urban population produces goods and services. Some people are too young or too old to work; others are physically or mentally incapable; and others just do not care to work. Those individuals in the population who are at least fourteen years of age, who have a job (other than housewives) and are seeking employment are considered as being in the labor force. Chart 23 gives the number of persons in Rocky Mount's labor force and shows how it has changed from 1967 to 1972.

The total civilian labor force increased by 10,380 persons during that period. The twenty-two percent increase was better than the 14.1 percent growth at the State level for the same time period. The increase in the labor force was a direct result of the increase and expansion of industry in the area.

CHART 23

ANNUAL AVERAGE LABOR FORCE ROCKY MOUNT LABOR AREA 1967-1972

	1967	1968	1969	1970	1971	1972	CHANGE 1967 - 1972	
							NO.	%
LIAN WORK FORCE	47,110	47,910	52,190	52,570	54,450	57,490	+10,380	+22.0
EMPLOYMENT	45,030	45,700	48,150	49,960	52,040	54,980	+ 9,950	+22.1
UNEMPLOYMENT	2,080	2,210	2,040	2,610	2,410	2,510	+ 430	+20.7
OF EMPLOYMENT	4.4	4.6	4.1	5.0	4.4	4.4	0	0

Source: North Carolina Work Force Estimates by County, Area, and State, October, 1973.

CHART 24

EMPLOYMENT TRENDS IN ROCKY MOUNT, 1962 - 1972

	1962	%	1972	%	PERCENTAGE CHANGE
AGRICULTURE	13,770	33.2	8,080	15.2	-41.3
CONSTRUCTION	1,030	2.5	1,850	3.5	79.6
MANUFACTURING	8,080	19.5	16,540	31.1	104.7
FOOD	(1,120)		(1,160)		
TOBACCO	(880)		(630)		
TEXTILES	(2,730)		(5,370)		
APPAREL	(770)		(2,980)		
LUMBER & WOOD	(820)		(530)		
FURNITURE	(280)		(650)		
PRINTING	(120)		(160)		
METALS, PRIM. & FAB.	(120)		(720)		
NONELC. MACHINERY	(690)		(1,350)		
TRANS., COMM., & P. UTIL.	2,380	5.7	2,960	5.6	24.4
TRANS. EQUIPMENT	(20)		(540)		
OTHER MANUFACTURING	(530)		(2,450)		
TRADE	4,920	11.8	7,690	14.5	56.3
SERVICE	2,610	6.3	3,250	6.1	24.5
GOVERNMENT	3,350	8.1	5,500	10.3	64.2
OTHER MANUFACTURING	100	.2	340	.6	240.0
ALL OTHER NONAG. EMPLOYMENT	5,250	12.7	6,970	13.1	32.8
TOTALS	*41,490	100.0%	53,180	*100.0%	28.2

Source: N.C. Work Force Estimates by County, Area, and State, October, 1973.

*41,490 does not include Fin., Ins., & Real Estate, 910 making total employment 42,400.

**53,180 does not include Fin., Ins., & Real Estate, 1800 making total employment 54,980.

Employment in the Rocky Mount Labor Force Area

In general, the pattern of employment in the Rocky Mount Labor Force Area differs little from employment patterns in other cities. Although manufacturing has become the largest single sector, it is noteworthy that Rocky Mount is on the average no more dependent on manufacturing than are other cities of similar size. The total employment in Rocky Mount increased from 42,400 in 1962 to 54,980 in 1972 or increased by approximately 29.7 percent. The figures in Chart 24 outline the employment trends in Rocky Mount from 1962 to 1972 by industry groups. Also shown is the percentage of change which has taken place during the decade.

The shift from agriculture to other industries follows the national trend. Lower farm incomes and the high cost of machinery have been the chief motivation for the large farm exodus. The decreasing farm population is expected to continue as farms become larger and require fewer farm workers.

Manufacturing has shown the largest percentage change, with a gain of approximately 104.7 percent in 1972 over 1962. Most manufacturing categories showed a percentage gain over the decade. Those showing no gain were related to agriculture such as food, tobacco, lumber, and wood. The growth is apparent throughout the Rocky Mount labor force area as new manufacturing plants have been either rebuilt, expanded or newly constructed.

Trends in Manufacturing Employment

Of approximately eleven manufacturing categories listed by the October 1973 North Carolina Work Force Estimates, the greatest employment in the State in 1972 was in the field of textiles. In Rocky Mount, the two leading employees are textiles and apparel, in that order. Textiles accounts for about 10.0 percent of total employment and about 33.0 percent of all manufacturing employment. (Refer to Chart 25).

Rocky Mount's textiles and apparel industries have thrived because of their ability to produce goods at a competitive advantage with respect to other regions. In addition, a combination of labor supply, raw materials, and markets have encouraged those industries to develop in the City. Its textile manufacturing activities are mainly for export.

CHART 25

PERCENTAGE DISTRIBUTION OF MANUFACTURING EMPLOYEES IN ROCKY MOUNT

TYPES OF MANUFACTURING	NUMBER OF WORKERS	PERCENT OF TOTAL
FOOD	1,160	7.0%
TOBACCO	630	3.8%
TEXTILES	5,370	32.5%
APPAREL	2,980	18.0%
LUMBER & WOOD	530	3.2%
FURNITURE	650	3.9%
PRINTING	160	1.0%
METALS, PRIM. & FAB.	720	4.4%
NONELEC. MACHINERY	1,350	8.2%
TRANS. EQUIPMENT	540	3.3%
OTHER MANUFACTURING	<u>2,450</u>	<u>14.8%</u>
TOTAL	16,540	100.0%

Source: N.C. Work Force Estimates by County, Area, and State,
October 1973.

Unemployment

In a free-market choice economy, the demand for goods and services is constantly changing. Today, people may want fewer wood products and more textiles; tomorrow, the situation may be reversed. Those workers who cannot make the shift along with the fickle consumer economy will be unemployed. It is from this cause that unemployment is forced on those who are still willing to work but are unemployed for reasons which they cannot control.

The changes in the demand for textiles in Rocky Mount naturally effects the labor market. If the demand for goods or services increases, generally more labor will be required to meet the demand. If the demand should fall, fewer workers will be required. Under these conditions of employment there is a certain amount of ups and downs in the economy from year to year and from month to month.

To illustrate the ups and downs of the employment picture, Chart 26 illustrates the employment pattern by year from 1968 through 1972 for Rocky Mount, Edgecombe and Nash Counties, and the State.

From Chart 26, it is evident that unemployment is inevitable in a free and growing economy. Some industries grow rapidly, others slowly. There

are always some communities that decline economically as a result of declining industries. Thus, unemployment develops, but normally unemployed workers are soon absorbed elsewhere. Unemployment percentages then reflect this continual shifting of consumer demands.

Of course, unemployment is the result of many factors other than changes in consumer's demands. Other reasons for unemployment can be the following:

1. Seasonal unemployment-unemployment due to operations which are profitable only during certain periods of the year.
2. Structural unemployment-unemployment caused by changes in the economy, businesses which fail, putting people out of work, and changes in consumer demands.
3. Transitory unemployment-unemployment which results from a change in jobs.

CHART 26

UNEMPLOYMENT BY YEARS 1968-1972

YEAR	ROCKY MOUNT	EDGEcombe	NASH	NORTH CAROLINA
1968	4.6%	5.7%	3.8%	3.2%
1969	4.1%	5.3%	3.1%	2.9%
1970	5.0%	6.2%	4.1%	3.8%
1971	4.4%	5.6%	3.6%	3.9%
1972	4.4%	6.2%	3.0%	3.1%
AVERAGE	4.5%	5.8%	3.5%	3.4%

Source: N.C. Work Force Estimates by County, Area, and State, October, 1973.

Generally, unemployment of three percent of the total labor force is considered inevitable. During the "Great Depression" of the 30's as much as twenty-five percent of the labor force was unemployed. During 1958, the year of the sharpest recession to date, unemployment averaged approximately seven percent. This recession affected everyone throughout the United States.

Per Capita Income

Money earnings for the average worker in Rocky Mount increased between 1960 and 1970. On a per capita basis, income jumped from \$1,229 in 1960 to \$2,607 in 1970. Per capita income is a measure of income which is derived by taking the total income received by an area and dividing it by the total population to produce an average income per person. In Chart 27 are the per capita incomes of Rocky Mount and other selected areas. The chart shows that personal per capita income in Rocky Mount is above that of the State and well above that of both Nash and Edgecombe Counties. If present trends continue, the per capita income for Rocky Mount should continue to be higher through the next decade. The reason for the higher level of income is the higher-than-average share of high paying occupations and a lower number of persons employed in the lower paying occupations.

CHART 27
PER CAPITA INCOME

LOCATION	1960	1970	PERCENT INCREASE 1960-1970
NORTH CAROLINA	1,260	2,492	97.8
EDGECOMBE CO.	895	1,899	112.2
NASH COUNTY	985	2,116	114.8
ROCKY MOUNT	1,229	2,607	112.1

Source: Personal Income Statistics for North Carolina
Counties 1949-1959.
U.S. Census of Population 1970.

Personal Income

Personal income is a tool which may be used in describing the economy of an area. It is one of the more comprehensive measurements of economic activity which can be prepared on a geographic basis. Also, it provides an excellent yardstick for charting an area's economic growth.

Personal income is the current income received by people from all sources. It is measured before deductions of taxes but after deductions

of social security, retirement funds, and other social insurance programs. It includes the income received by individuals from business and industrial establishments and federal, state, and local governments. Among the various sources of income are wages and salaries, supplementary earnings, and interest payments which all together form "other income".

Income Distribution

The distribution of income is frequently equated to the level of living and the welfare of a community. Between 1960 and 1970, the upper-middle-income groups in Rocky Mount received the greatest share of income gains. The reasons appear to be: first, a substantial rise in salaried incomes which largely accrues to upper-middle-income groups occurred; second, there is a tendency for salaries to increase or remain constant while wages are subject to noticeable highs and lows. Chart 28 indicates the percentage changes in family income for Rocky Mount from 1960-1970.

CHART 28
ROCKY MOUNT FAMILY INCOME DISTRIBUTION
1960-1970

	1960		1970		
INCOME	NO. OF FAMILIES	%	NO. OF FAMILIES	%	DIFFERENCE
UNDER \$3,000	2,615	32.1	1,188	13.1	120.1
3,000-4,999	1,980	24.3	1,361	15.0	45.5
5,000-7,999	2,218	27.2	2,114	23.2	4.9
8,000-9,999	637	7.8	1,255	13.8	97.0
10,000-14,999	440	5.4	2,159	23.7	390.7
15,000-OVER	250	3.1	1,016	11.2	306.4
TOTALS	8,140	100.0	9,093	100.0	

Source: U.S. Census of Population 1960, 1970.

The most obvious feature of Chart 28 is the change in the number of families earning less than \$3,000 per year. There is a reduction from 32.1 percent in 1960 to 13.1 percent in 1970. This has been due to the decreasing number of people employed in low-paying jobs such as part-time or subsistence farming. There has also been a substantial increase in employment in high-paying jobs such as manufacturing and other non-agriculture employment.

When personal income distribution is considered in terms of race as indicated in Chart 28, some disparities are apparent. Of major importance is the fact that 26.6 percent of the non-white population in Rocky Mount is earning less than \$3,000 per year. The non-white family income has been increasing but at a very slow rate. Minimum wage legislation has precipitated an increase in the family incomes throughout the area.

CHART 29

NON-WHITE FAMILY INCOME DISTRIBUTION
1970

INCOME	NO. OF FAMILIES	PERCENT
	1970	OF TOTAL
UNDER \$3,000	725	26.6
3,000-4,999	724	26.6
5,000-7,999	683	25.1
8,000-9,999	223	8.2
10,000-OVER	368	13.5
TOTALS	2,723	100.0

Source: U.S. Census of Population 1970.

Retail Sales

In Rocky Mount as in other communities, the final test of production is consumption and no better measure of consumption can be found than retail sales. The volume of retail sales is, in a sense, an economic yardstick because it provides a good indication of the strengths and the weaknesses of the buying power in a community. Historically, retail sales have shown substantial increases as indicated by Chart 30.

The retail figures presented in Chart 31 on page 135 are the expected retail sales that should be obtained from a given amount of personal income. In other words, a certain percentage of a family's income will be spent on sales of a retail nature. Based on past national trends, it has been learned that this percentage amounts to approximately sixty-one percent of a family's total annual income.

CHART 30
ROCKY MOUNT RETAIL SALES BY CATEGORIES
1958-1963-1967

CATEGORIES	1958 (\$1,000)	1963 (\$1,000)	1967 (\$1,000)
BLDG. MATERIALS	\$1,752*	\$1,755*	\$4,749*
GENERAL MERCHANDISE	4,628*	11,549	16,053
FOOD STORES	10,091	12,793*	16,000
AUTOMOTIVE	6,604	8,438*	16,173
GAS STATIONS	2,831	5,257	5,541
APPAREL ACCESS.	5,457	6,031	289**
EATING & DRINKING	1,782	3,493	5,149
FURNITURE	2,339	3,053	5,008
DRUG STORES	1,427	1,501	***
OTHERS	4,879	4,813	7,461
TOTALS	41,790	58,683	76,423

Source: U.S. Bureau of the Census, Census of Business, 1958, 1963, 1967.

*Edgecombe Co. side of City data withheld to avoid disclosure.

**Nash Co. side of City data withheld to avoid disclosure.

***Both Edgecombe and Nash Co.'s withheld to avoid disclosure.

For example, the total personal income generated in the City of Rocky Mount in 1972 amounted to \$122,239,000. If one takes sixty-one percent as the percentage of personal income used for retail purchases, than the expected retail sales should have amounted to \$74,565,079 for 1972. However, during 1972, the actual retail sales in Rocky Mount totaled \$183,761,717. That total is a numerical increase of \$109,196,638 over the sum expected or a percentage increase of around 146.4 percent.

Such a surplus over the expected amount of retail sales suggests that Rocky Mount is taking in a greater slice of the retail market than other area communities or either of the two counties. Chart 31 indicates the retail sales compared to total personal income.

In reviewing the marketing implication of these statistics, Rocky Mount is not only taking in its expected percentage share of the goods and services; but, in effect, it is exercising economic drawing power throughout both counties as well. Obviously, additional money is being spent in Rocky Mount that has originated outside of this community. For example, money earned in Nashville, Tarboro, and other communities

is being spent in Rocky Mount for goods and services.

The fact remains that money is being put into the hands of the Rocky Mount merchants by people who neither live nor work in Rocky Mount. This leads to the desirable position of high retail sales for most businesses. That retail sales is expected to continue in the future and assure Rocky Mount of a healthy retail trade.

CHART 31

RETAIL SALES RELATIVE TO 1972 PERSONAL INCOME

	ROCKY MOUNT	EDGEcombe CO.	NASH CO.
1972 TOTAL PERSONAL INCOME	122,239,000	131,160,000	166,634,000
1972 TOTAL RETAIL SALES	183,761,717	106,762,519	208,458,683
EXPECTED RETAIL SALES ACCORDING TO THE STATE RATIO	74,565,079	80,007,060	101,646,074
DIFFERENCE FROM ACTUAL EXPECTED	109,196,638	26,755,459	106,812,609
PERCENT INCREASE	146.4	133.4	105.1

Sources: Sales Management, Survey of Buying Powers 1973.

N.C. Department of Revenue, Sales Tax Division,
Raleigh, North Carolina.

ANALYSIS OF EXISTING HOUSING

Residential Usage of Land in Rocky Mount

Within the corporate limits, the amount of land use for residential purposes is greater than that for any other developed land use category. Of the 9,843.20 acres in the City, 27.78 percent or 3,224.08 acres are devoted to residential land use. With regard to zoning, the residential zones comprise a larger percentage of the land than that percentage obtained from the land use figures. Of the 9,450 zoned acres within the City, 73.35 percent or 6,954 acres are zoned for residential usage. Because the majority of the land area is zoned and subsequently utilized residentially, it is important that Rocky Mount's total development be structured to minimize conflicts between residential land uses and other intensive uses such as industrial, transportation, wholesale, public and semi-public, and retail. While needing that protection, the residential areas must be provided with access to retail, wholesale, and employment areas and be located in proximity to community facilities.

As of January 31, 1974, there were 13,580 dwelling units in Rocky Mount with 11,433 of those units classified as single-family and the remaining 2,147 being multi-family units. Those dwelling units were estimated to house a population of approximately 39,518, based on an average of 2.91 persons per household as derived from the Rocky Mount data in the 1970 U.S. Census. In 1970, the City contained 11,777 dwelling units and a population of 34,284. Thus, the 1974 figures on population and housing represent a net gain of 1,803 dwelling units and 5,216 persons since April 1, 1970 when the Census was completed. Of the 1,803 units gained, 1,402 were considered as new constructions as determined from records of building permits issued during the period of April 1, 1970 to January 31, 1974. As of March 31, 1974, completing a four-year period since April 1, 1970, building permits had been issued for 1,467 units. Thus, there have been an average of 366.75 dwelling units constructed per year since 1970. New constructions, however, account for approximately seventy-five percent of the units gained during those four years.

In addition to new constructions, 405 units were annexed through eight of the twenty-three annexations occurring during the same period.

Historically, Rocky Mount had 7,666 dwelling units in 1950, 9,984 dwelling units in 1960, and 11,777 units in 1970. The net housing gain between each of those decades, however, cannot be considered as the number of new constructions during each of those ten-year periods. The increase in the dwelling units from 1950 to 1960 and from 1960 to 1970 include the new constructions, the additional mobile homes brought into the City, and the number of dwelling units annexed into the corporate limits. Also, the number of residential demolitions and the number of residential demolition-removals should be considered and subtracted from the total housing figure of the previous census year in order to accurately compute the net housing gains.

Housing Related Codes and Ordinances

Housing related codes are established to ensure controlled construction of housing and to deter the accumulation of substandard units. Of the estimated 2,318 substandard units in the City as of January 31, 1974, 329 units were classified as dilapidated and 1,989 units were classified as deteriorated. Those estimations were based on the rates of decrease and increase in deteriorated and dilapidated units, respectively, as derived from figures compiled from 1969 and 1972 housing surveys.

The problem of substandard housing is one of the major concerns of any housing study. Although the strict enforcement of housing related codes will not in itself eliminate the substandard housing problems, such codes do give the City the tools necessary to stop the proliferation of the situation and a means for an orderly solution to the problem of substandard housing.

The purpose for housing related codes is to protect the health, safety, and welfare of the individuals in the City. Such codes should be enforced and publicly supported in order to accomplish a reduction in the number of substandard units. For example, condemnation of substandard housing under the provisions of housing related codes is not practical, unless replacement housing is available, even though such condemnation may be

desirable for health and safety reasons. The availability of low- and moderate-income housing must be coordinated with the adoption and enforcement of any housing related codes. The existing housing related codes in Rocky Mount are listed in the chart below.

CHART 32
HOUSING RELATED CODES, 1974

CODE	DATE OF EDITION	TYPE
HOUSING	1974	LOCAL
ELECTRICAL	1971	NATIONAL
BUILDING	1967	STATE
PLUMBING	1968	STATE
RESIDENTIAL BUILDING	1968	STATE
HEATING (STATE BUILDING CODE)	1971	STATE
ZONING ORDINANCE	1969	LOCAL
SUBDIVISION REGULATIONS	1971	LOCAL


Condition of Housing

The single, most comprehensive source for housing conditions in the City is the data provided by the Housing Inspections Department. For substandard housing, the major source of information has been the Systematic Housing Code Compliance Program of 1973. In that program, the Inspections Department has devised a work schedule by which inspections of substandard units are to be completed by October, 1978 and compliance with enforcement orders to be completed May, 1979. Based on the results of a housing survey completed June, 1972, the Compliance Program of 1973 surveyed 11,745 dwelling units and identified 9,540 units as standard and 2,205 units as substandard. Of those substandard units, 1,942 were classified as deteriorated and 263 as dilapidated.

A housing classifications map with the percentage of standard, deteriorated, and dilapidated dwelling units in each of the twenty-two planning districts within the City has been included on page 139. According to the statistics on that map, approximately 80.46 percent of the housing supply in Rocky Mount is standard, 17.18 percent deteriorated and 2.36 percent dilapidated. Those districts containing the highest percentages of substandard units are districts 2, 7, 10, 18, 19, and 20 with 39, 33, 40, 34, 44, and 63 percents, respectively. Included in those districts

CITY OF ROCKY MOUNT

SCALE 1" = 1000'



JULY 1973

MAP 9

HOUSING CONDITIONS WITHIN THE CORPORATE LIMITS

LEGEND



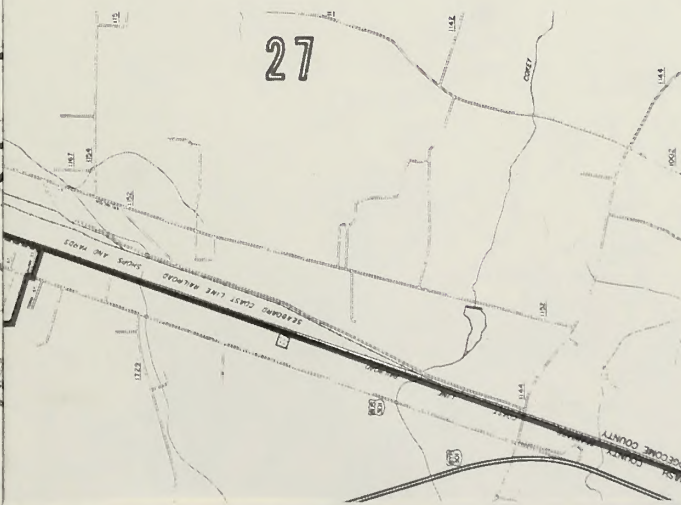
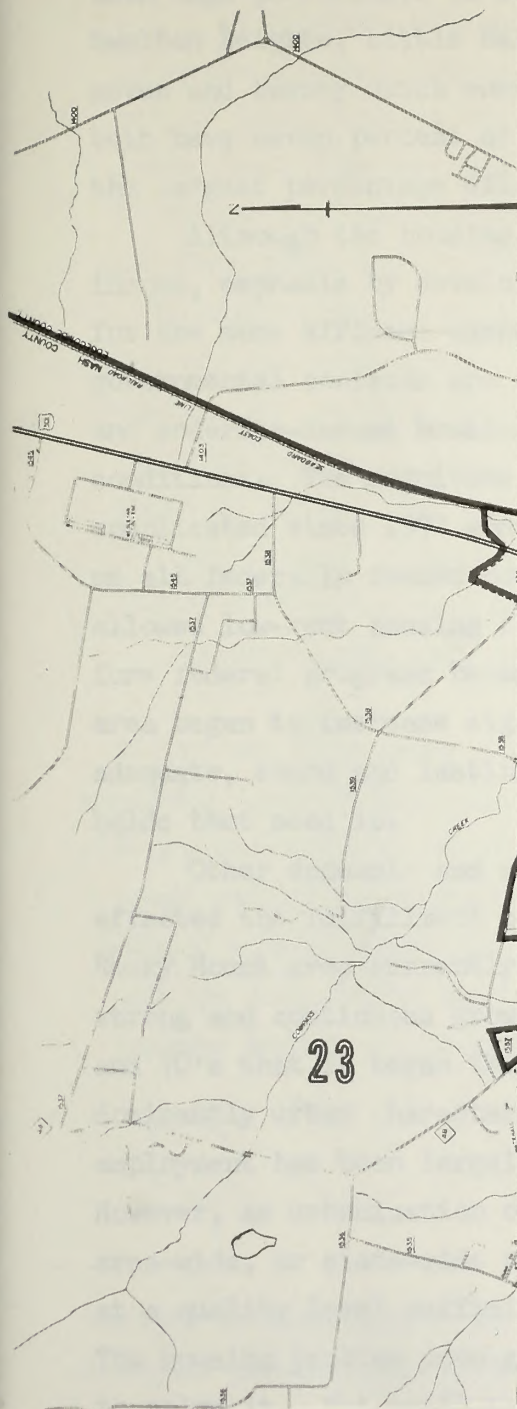
DILAPIDATED

DETERIORATED

STANDARD

23

27



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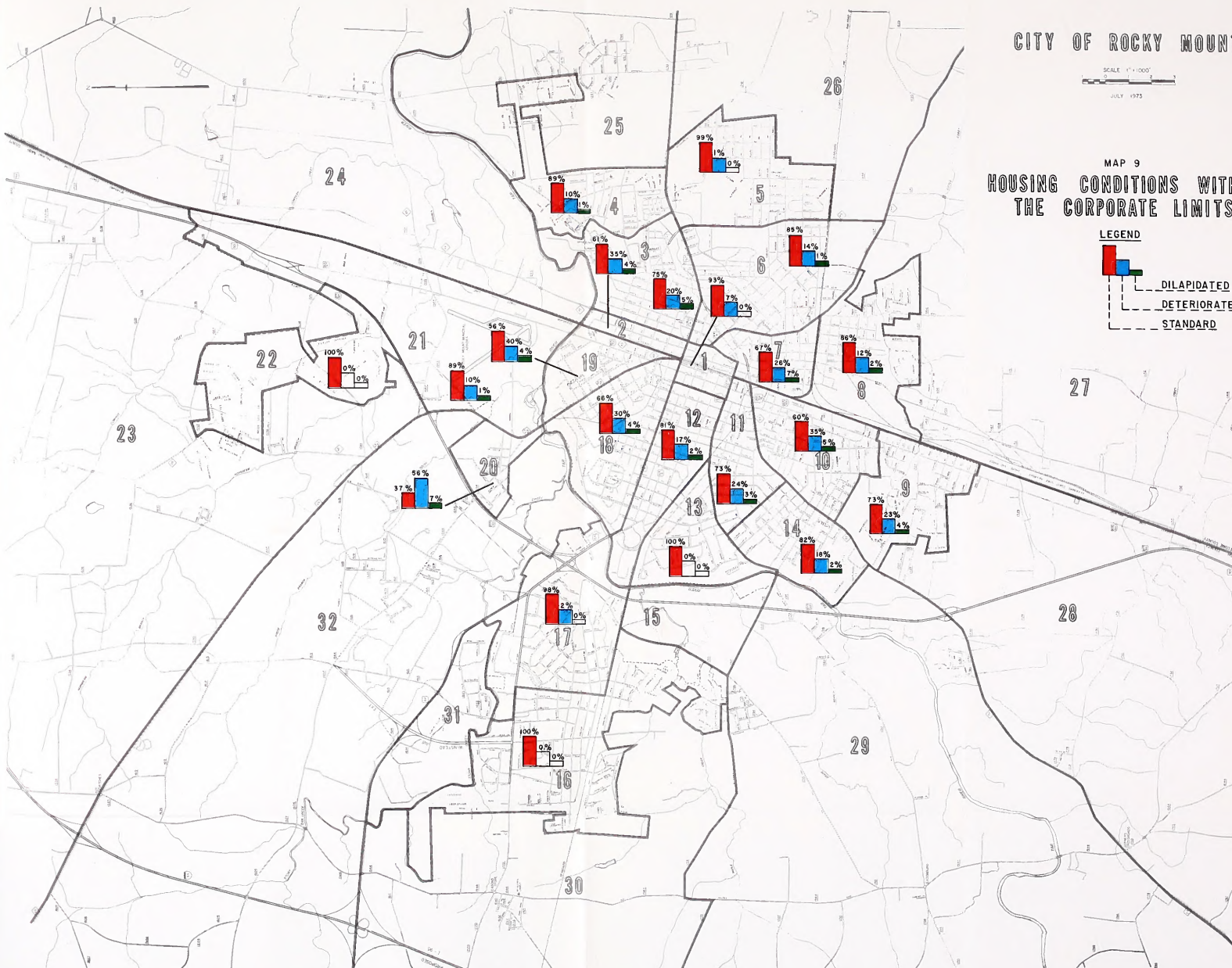
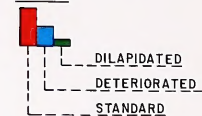
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CITY OF ROCKY MOUNT

SCALE 1" = 1000'
JULY 1973

MAP 9 HOUSING CONDITIONS WITHIN THE CORPORATE LIMITS

LEGEND



with high percentages of substandard units are areas such as Red Row, Swelton Heights, Little Raleigh, and the Rocky Mount Mills Area. Districts seven and twenty which contain Red Row and Swelton Heights, respectively, both have seven percent of their dwelling units classified as dilapidated, the largest percentage dilapidated of any single district.

Although the housing demand exists and has existed for all levels of income, emphasis by developers, builders, and lenders has been on building for the more affluent market where the profit return is greater and the governmental controls are fewer. As a result, many who have sought low- and moderate-income housing have had to accept dwellings of substandard conditions. The magnitude of such living conditions has become further complicated since 1972 when the federal government placed a moratorium on all federally funded housing programs. Historically, mill housing allowed low-rent housing for some of those in the area who needed it before federal programs became available and before the population of the area began to increase significantly. However, mill housing cannot provide adequate, sound and lasting housing for the large number of existing households that need it.

Other economic and social factors have until recently adversely affected the fulfillment of housing needs in the City. Although the Rocky Mount area currently has a diversified and growing economy with strong and continuous growth in manufacturing, it was not until the 60's and 70's that it began the rapid transition from a predominantly rural to predominantly urban character. Throughout the area, the decline in agricultural employment has been largely offset by gains in other basic employment. However, as urbanization occurred, there was a singular lack of local, area-wide, or state-wide planning for an adequate supply of housing units at a quality level sufficient to maintain a clean and healthy environment. The housing problem soon grew out of proportion to the ability of localities to solve it. Not until the Housing Act of 1949 did the Congress of the United States pronounce a national policy of providing a decent home and suitable living environment for every American family. Furthermore, not until 1968 did Congress establish housing goals which could be used to measure performance and make available a series of financial programs for low- and moderate-income housing.

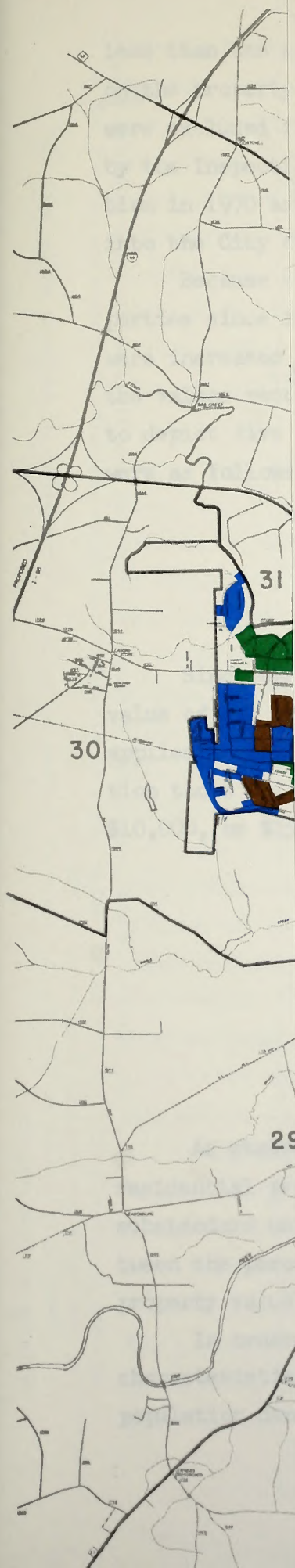
In considering the condition of housing, value is not the only determination. The classifications of standard, deteriorating and dilap-

dated houses are often used as a measure of housing conditions. Basically, a sound unit is one that needs only normal care and maintenance to provide safe and decent shelter for its inhabitants. On the other hand, a deteriorating house is one that requires more than normal repairs if it is to be called adequate. Such structures are capable of economical rehabilitation. (For a discussion of housing units currently in need of rehabilitation, refer to the replacement demand section of this plan). A dilapidated unit is one that has deteriorated to the point where continued occupancy could endanger health and safety. Dilapidated homes need a great deal of work to upgrade them, and it is not usually economical to do so. For this plan, a substandard unit refers to those units which are deteriorated and appearing economically feasible to repair and those units which are dilapidated and appear beyond a state of economical repair. The dilapidated units are also considered as those which will require replacement.

As of January 31, 1974, approximately 17.06 percent of the 13,580 dwelling units in Rocky Mount were estimated to be substandard. Of those substandard units, 14.64 percent were computed to be deteriorated and 2.42 percent dilapidated. Those estimations of substandard units were based on data provided by the Inspections Department and obtained from housing surveys conducted in 1969 and 1972. An elaboration of the past records of substandard units will be included in the demand for future housing section.

Housing Values

Although housing value alone is not the sole determinant of whether or not a dwelling unit is classified as standard or substandard, there is a direct correlation between the percentage of substandard units in a district and the number of units with a low economic value. Map 10, Distribution of Residential Property Values, on page 142 identifies the average values of improved residential properties by block within five value ranges throughout the City. The average house and lot value was found by averaging those values tabulated in the 1970 U.S. Census Block Statistics. Those values were based on the resident's estimate in 1970 of how much the property (house and lot) would sell for if it were for sale. Value data was limited to owner occupied one-family houses on



72 DISTRICT 210
230 JAY BRIDGES

WATER - 0	
WATER - 1	
WATER - 2	
WATER - 3	
WATER - 4	

CITY OF ROCKY MOUNT

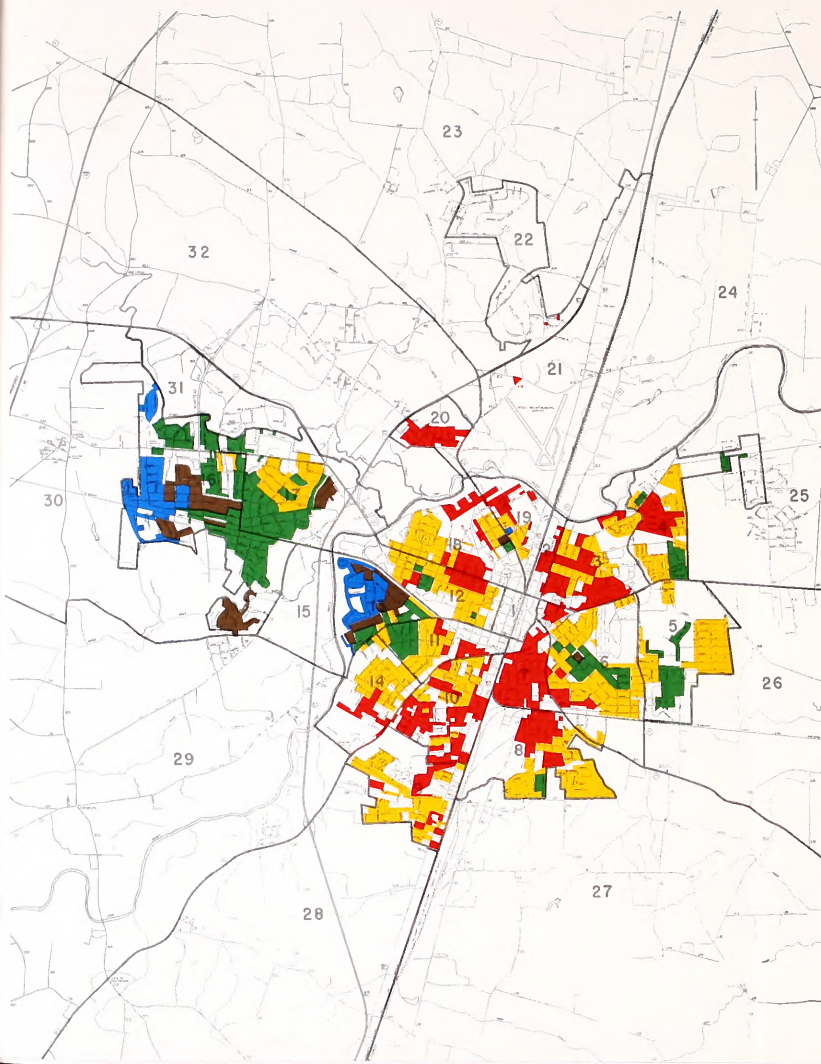
idated houses are often used as a measure of housing conditions. Basically, a sound unit is one that needs only normal care and maintenance to provide safe and decent shelter for its inhabitants. On the other hand, a deteriorating house is one that requires more than normal repairs if it is to be called adequate. Such structures are capable of economical rehabilitation. (For a discussion of housing units currently in need of rehabilitation, refer to the replacement demand section of this plan). A dilapidated unit is one that has deteriorated to the point where continued occupancy could endanger health and safety. Dilapidated homes need a great deal of work to upgrade them, and it is not usually economical to do so. For this plan, a substandard unit refers to those units which are deteriorated and appearing economically feasible to repair and those units which are dilapidated and appear beyond a state of economical repair. The dilapidated units are also considered as those which will require replacement.

As of January 31, 1974, approximately 17.06 percent of the 13,580 dwelling units in Rocky Mount were estimated to be substandard. Of those substandard units, 14.64 percent were computed to be deteriorated and 2.42 percent dilapidated. Those estimations of substandard units were based on data provided by the Inspections Department and obtained from housing surveys conducted in 1969 and 1972. An elaboration of the past records of substandard units will be included in the demand for future housing section.

Housing Values

Although housing value alone is not the sole determinant of whether or not a dwelling unit is classified as standard or substandard, there is a direct correlation between the percentage of substandard units in a district and the number of units with a low economic value. Map 10, Distribution of Residential Property Values, on page 142 identifies the average values of improved residential properties by block within five value ranges throughout the City. The average house and lot value was found by averaging those values tabulated in the 1970 U.S. Census Block Statistics. Those values were based on the resident's estimate in 1970 of how much the property (house and lot) would sell for if it were for sale. Value data was limited to owner occupied one-family houses on

DISTRIBUTION OF HOUSING VALUES



CITY OF ROCKY MOUNT





less than ten acres, without a commercial establishment or medical office on the property. Co-operatives, condominiums, mobile homes, and trailers were excluded from the value tabulations. However, the map was reviewed by the Inspections Department to include those areas not provided a valuation in 1970 and those areas which contain dwelling units and were annexed into the City since April 1, 1970.

Because of inflationary increases in the values of residential properties since 1970, the property values listed in the Block Statistics were increased accordingly. In the initial tabulation of property values, the values recorded in 1970 were averaged for each block and color-coded to depict five original residential property ranges. Those original ranges were as follows:

- -0-\$9,999
- -\$10,000-19,999
- -\$20,000-29,999
- -\$30,000-39,999
- -\$40,000-AND ABOVE

Since there was no consistency in the percentage of increase in the value of all residential properties since 1970, no certain percentage was applied to the average value of each block. However, to account for inflation those original property value ranges were increased by either \$5,000, \$10,000, or \$15,000. Thus, the following ranges were derived:

- \$0-\$15,000
- \$15,000-\$25,000
- \$25,000-\$40,000
- \$40,000-\$55,000
- \$55,000 AND ABOVE

Population Densities in Residential Areas

As stated earlier, there is a direct correlation between the value of residential properties in a district and the percentages of standard and substandard units in the district. Chart 33 depicts the consistencies between the percentages of standard and substandard units, the residential property values, and the residential population densities in each district.

In order to best establish the correlation between those three characteristics, insight into the methodology involved is necessary. The population density for each district was found first by figuring the

CHART 33

COMPARISON OF POPULATION DENSITIES; STANDARD AND SUBSTANDARD HOUSING;
AND LOW-, MODERATE-, AND HIGH-VALUED HOUSING UNITS IN ROCKY MOUNT

PLANNING DISTRICT	AVERAGE POPULATION DENSITY IN RESI- DENTIAL AREAS	PERCENTAGE OF UNITS			PERCENTAGE OF UNITS IN EACH VALUE RANGE				
		STAN- DARD	DETERIO- RATED	DTIAP1- DATED	\$0-\$15,000	\$15,000-\$25,000	\$25,000-\$40,000	\$40,000-\$55,000	\$55,000 & ABOVE
1	15.75	93	7		95*	5			
2	15.83	61	35	4	100				
3	20.28	75	20	5	65	35			
4	25.38	89	10	1	31	65	4		
5	11.13	99	1			74	24	2	
6	11.99	85	14	1	17	61	19	3	
7	17.25	67	26	7	100				
8	12.02	86	12	2	45	48	7		
9	13.87	73	23	4	69	31			
10	18.95	60	35	5	63	37			
11	10.12	73	24	3	22	56	22		
12	12.76	81	17	2	18	77	5		
13	4.24	100				14	28	33	25
14	16.28	82	16	2	13	84	3		
15**									
16	9.41	100				2	60	21	17
17	8.87	98	2			58	40	2	
18	15.68	66	30	4	26	71	3		
19	11.86	56	40	4	66	32	1		1
20	12.71	37	56	7	100				
21	6.23	89	10	1	100				
22	3.17	100			100				

*Although ninety-five percent of the residential property in district one is valued at \$0-15,000 and five percent at \$15,000-\$25,000, the small number and wide dispersion of those residential properties did not allow for the depiction of those properties on Map 10.

**The City's portion of planning district fifteen contained no population or dwelling units upon the writing of this section.

household size for each district according to the 1970 Block Statistics and then multiplying each district's household size by the 1974 dwelling unit count for the district. The resulting figure was the approximate population of each district as of January 31, 1974. The population of each district was then divided by the land use measurements of residential acreage for each district, and, thus, providing the population density for each district. By dividing the January 31, 1974 estimated population of 39,500 by the 1974 measurement of 3,224.08 residential acres within the corporate limits, a population density of 12.26 persons per residential acre is derived for the City. (Refer to Chart 33, page 144).

To attain the percentage of residential properties in each value range, the 1970 Block Statistics were again referred to. From those statistics, percentages were figured on the number of dwelling units falling in each property values range. In the final tabulation some of those percentages were adjusted to accommodate for units which have been annexed or constructed since 1970.

The final characteristic illustrated on Chart 33 and also on Map 9, page 142, is the percent of standard and substandard units in each district. The methodology used to derive the percentages was based on data supplied by the Housing Inspections Department and was explained earlier.

Generally, those districts with the highest population densities also contain the largest percentage of substandard units and the largest percent of the least valuable residential properties. For example, district three not only contains a high population density of 20.28 persons per residential acre but also has twenty-five percent of its housing classified as substandard and sixty-five percent of the dwelling units contained in a value range of \$0-\$15,000. Other districts which have equally high population densities are districts 1, 2, 4, 7, 10, 14, and 18 with densities of 15.75, 15.83, 25.38, 17.25, 18.95, 16.28, and 15.68, respectively. Having 100 percent of its residential property falling into a value range of \$0-\$15,000, district seven also has thirty-three percent of its housing supply categorized as substandard and over-crowded conditions as exemplified by a population density of 17.25 persons per residential acre. District ten contains a high population density of 18.95 persons per residential acre, forty percent of its housing classified as substandard, and sixty-three percent of its residential property in a value range between \$0 and

\$15,000.

As indicated on Chart 33, districts with the lowest population densities also contain the highest percentages of standard units and the largest percentages of residential properties in the most valuable ranges. For example, districts 13, 16, and 17, all have population densities below 9.41 persons per residential acre and 100 percent of their dwelling units classified as standard with the exception of district seventeen which contains ninety-eight percent standard housing. Those districts also have large percentages of their housing supply in the upper three property value ranges with 86, 98, and 42 percent scattered over the top three value ranges, respectively.

Through an examination of the relationships of the three components listed in Chart 33, it can be concluded that several characteristics are involved in qualifying a district or area as having poor or good housing conditions. For example, those districts with high percentages of low-valued residential properties, also have large percentages of substandard housing and high population densities which indicate over-crowded conditions. Those three elements combined would not only reflect poor housing conditions but a "poor environment," which would consist of a house and its physical and social surroundings. Such areas would be rightfully identified as "blighted areas."

Normally at this point in a comprehensive plan, a delineation of the blighted housing areas within the City would be included. However, because there was insufficient time to distribute questionnaires to various personnel and officials in order to identify those areas, the blighted areas section has been excluded. Such an analysis will be included in the detailed Housing Plan, which is to be compiled during FY 1974-1975. In that plan, the blighted housing areas will be identified through the examination of the conflicting land uses within each blighted area; the environmental quality of the neighborhood in terms of streets, schools, condemned houses, police and fire protection, and exterior lighting; the age of the area; public facilities for the neighborhood; racial composition; and characteristics of the area's housing.

Public Housing

Public housing serves as the means by which blighted areas of the City can be rehabilitated and reconditioned. By such upgrading of those blighted areas, families of low-incomes who are living in dilapidated units which might be displaced because of the enforcement of the Housing Code or due to other government actions, or who are in need of welfare assistance can receive standard housing. However, with the present moratorium on public housing, the high demand by the low-income families has not been met. Presently there are some 820 public housing units in the City of Rocky Mount. Waiting lists for additional units are in excess of 1,200 applicants.

Public housing and an urban renewal program in Rocky Mount have been established under the auspices of two local agencies, the Housing Authority and the Redevelopment Commission. The Housing Authority is a non-profit governmental agency incorporated in 1951. Its purpose is to help secure better housing and living conditions by the construction of decent, safe and sanitary rental housing for low-income families; and to help improve public housing. The Rocky Mount Redevelopment Commission was established by the City Council on November 9, 1969. Its purpose is to study and if necessary to acquire blighted areas within the City of Rocky Mount and to rehabilitate and recondition those areas experiencing deterioration and blight.

The entire 820 public housing units in Rocky Mount have been constructed under the guidance of the Housing Authority. Those units include West End Terrace, 110 units; additions to West End Terrace, 100 units; Armstrong Homes, 210 units; additions to Armstrong Homes, 100 units; scattered sites, 200 units; and leased housing, 100 units.

Under the direction of the Redevelopment Commission, the Cokey Road Urban Renewal Project materialized during the fiscal year 1973-1974. During the course of the project, three homeowners, twenty tenants and one business were relocated to standard units. Bounded on the west by Nugent Street and including the areas around Drew Street and Henna Street and south of Long Street and north of Planters Street, the final project area was considerably smaller than the original designated area submitted in applications to HUD. That reduction was due in part to changes in federal policies that necessitated cutbacks in money and improvements.

For the fiscal year 1974-1975, the Redevelopment Commission has

endorsed a recommendation to begin preparation of another NDP, that being the "Red Row Area" which is considered as the worst residential area in Rocky Mount. That area would have been designated as the first NDP project, but because of shortages of federal funds, the Cokey Road Area was given first priority. Encompassing the area of Red Row, Washington, Dunn, and South Streets, the redevelopment of that project area calls for the development of a light industrial park, establishment of a neighborhood park for the residents, and the construction of a multi-family housing complex.

In order that the demands for low-income families are met, private developers must become involved in the construction of low-income housing. One such project which has been established over the past year has been the Cokey Apartments, a seventy-five unit apartment complex developed by private enterprise under Section 236 of the HUD guidelines. Also, under construction is the St. Mark's Apartment Complex, which is a 130 unit development for low-income families. Those rent supplement multi-family housing projects were designated to provide decent housing at an established percentage of adjusted family income without the requirement of having to move out whenever income increases over an established figure, as is necessary for families in public housing projects.

Apartments and Mobile Homes

Apartments and mobile homes serve as the major alternative to fulfilling the housing needs of the moderate- and low-income families. With the spiraling costs of homes, it is expected that multi-family units will become increasingly popular.

In the Rocky Mount area, there is a total of 515.87 acres of multi-family development of which 231.21 acres lie within the City and 284.66 acres are located beyond the corporate limits but in the planning area. Within that multi-family acreage are some 3,195 units of which 2,147 lie within the City and the remaining 1,048 lie beyond the corporate limits.

Even with those seemingly high figures of multi-family units, the City is estimated to be some fifteen percent deficient in multi-

family development at present. Building permit records of the past four years exemplify that the housing market has made a sizable shift in multi-family development. Of the 1,467 building permits issued between April 1, 1970 and March 31, 1974, some 631 permits or forty-three percent of the total number of permits were issued for apartment development. Although multi-family construction is increasing, the supply has not met the demands as most apartment complexes are presently confronted by long waiting lists.

In addition to the increases in apartment construction, mobile home dealers have shown a continuous increase in sales over the last several years. During the last six months of 1973, one mobile homes sales dealer reported a forty-seven percent sales increase. The major obstacle to mobile homes has been zoning controversies concerning the locating of mobile home parks and individual mobile homes. In August 1973, the R-8 and MF zones were incorporated into the Zoning Ordinance to ensure the proper placement of mobile homes. The R-8 zone allows mobile homes on individual 8,000 square foot lots as a use-by-right. The MF zone allows multi-family dwelling unit construction and the construction of mobile home parks. In addition to those two zones, the City Council is presently studying the possibility of allowing mobile homes as a special use on nonconforming R-6 lots.

Map 11 depicts the locations of mobile homes and apartments in the planning area. As denoted on that map, thirty-three mobile home parks are located in the planning area with three of those lying within the city limits. All twenty-seven apartment complexes of five units or more, lie within the City. Major apartment complexes include the following: Riverside Apartments, Sunset Apartments, Tau Valley Estates, the Villager, Wellongate, and Heritage Hills. Other Complexes which include public housing and low-income housing are the Weeks-Armstrong Project, West End Terrace, St. Mark's Project, and the Cokey Road Apartments.

In general, apartments lie in the outlying planning districts of the City. For example, the apartments affordable to the middle-income families and individuals lie in districts 12, 16, 17, and 18, while those for predominantly low-income families and individuals lie in districts 4, 9, 14, and 27. Only five mobile home parks are contained in three planning districts within the corporate limits (Refer to Map 11).

Cost of Rental and Owner Occupied Housing

Of the many factors which influence the decision to own or to rent housing, the primary factor is cost. Today, home ownership costs and rental costs are important reasons for the failure of private enterprise and public organizations to satisfy the need for housing at all income levels. As land, materials, and labor costs increase, the poor and those having limited or fixed incomes are hit the hardest because they must devote an increasing proportion of their incomes to housing. Moreover, rising primary costs for housing do not take into account such continuing expenditures as maintenance and property taxes and profit (in the case of rental operations). Those costs also must be considered and restrained if the total cost problem is to be solved completely.

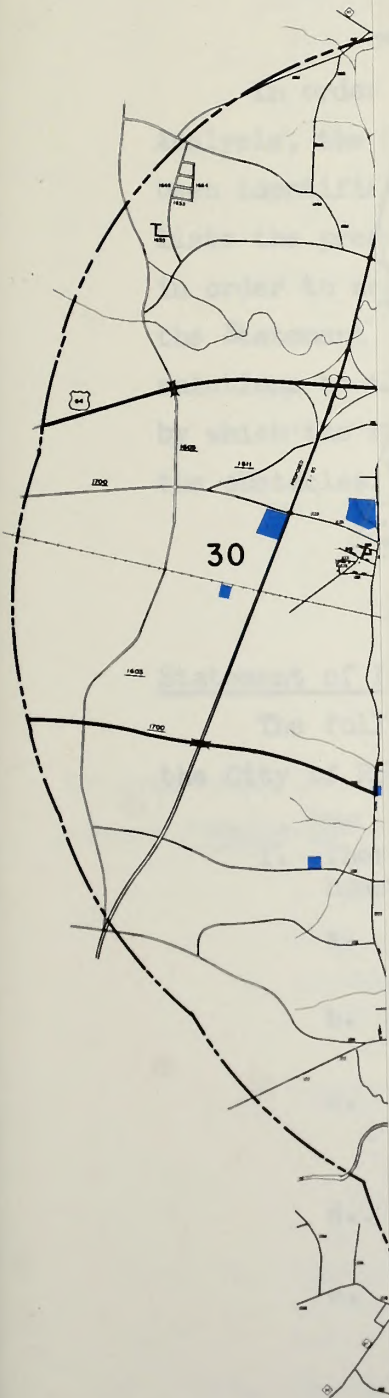
One of the most significant inflators of housing cost figures currently is the price of land. Unit prices vary considerably because of factors such as location, use, zoning, and subdivision land regulations. Dwelling unit costs (including land) are rising, and they are spurred by increasing population, urbanization, and commercial and manufacturing activities, and the ways these factors are affecting land uses. Construction costs applicable to labor, materials, overhead, and profit have also increased significantly in recent years. Those costs have spiraled because of shortages and the expense of building materials and labor. Those shortages ultimately increase the cost burden on those who build and buy new housing which must be acquired at a premium, because the law of supply and demand dictates that those who are able to pay more can build or acquire a new housing unit first. Finally, upwardly mobile interest rates (Federal Housing Administration conventional rates and Farmers Home Administrations rates) have had much to do with high housing costs. The rising prime interest rate and insurance premium requirements have compounded the other problems related to construction costs.

As has been historically true, the three basic factors of income, population characteristics, and housing costs will largely explain the choice between renter or owner occupied housing units. Age and race also continue to be significant determinants of the choice of housing type. Middle-aged persons have preferred and will in all probability, continue to prefer ownership to renting. Also, there has been a tendency for non-white families to choose rental housing, chiefly because

of income was
Pinellas, and
last year was
a significant

APARTMENTS & MOBILE HOME PARKS

MULTI-FAMILY DWELLINGS (10 OR MORE UNITS)
MOBILE HOME PARKS



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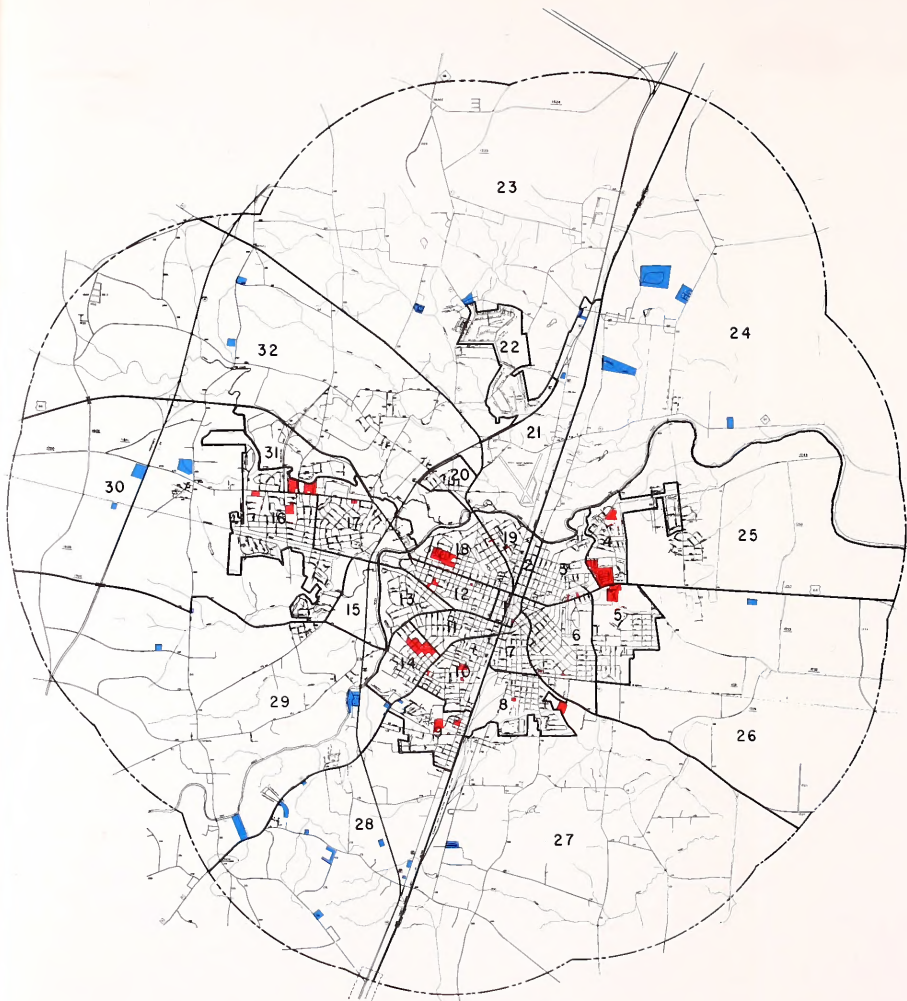
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MAP II

APARTMENTS & MOBILE HOME PARKS

■ MULTI-FAMILY DWELLINGS (5 OR MORE UNITS)
■ MOBILE HOME PARKS



N

 CITY OF DORRY MOUNT

SCALE: 1" = 1000'

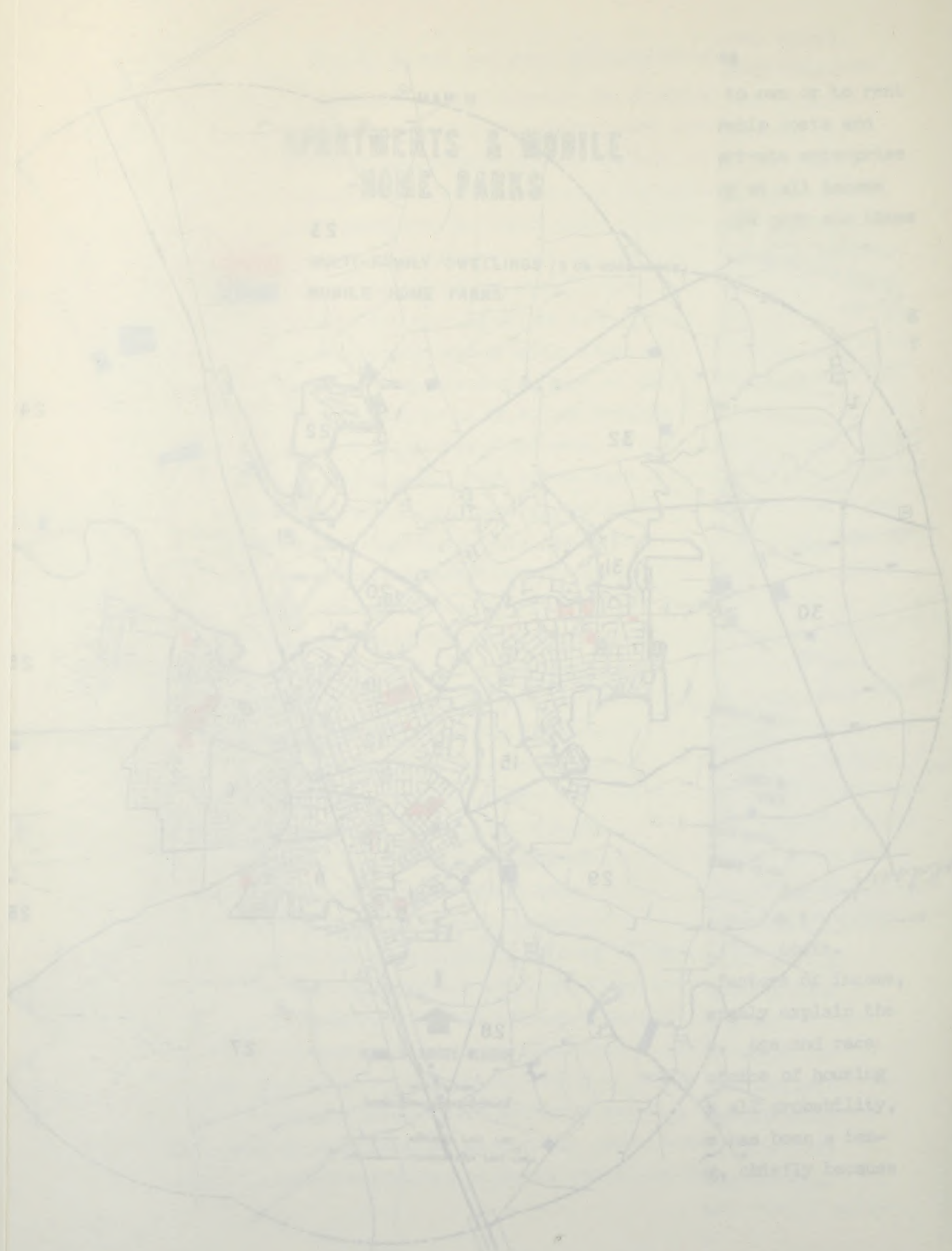
----- CORPORATE LIMIT LINE
 _____ PLANNING AREA LIMIT LINE

SPARTANBURG & MOBILE HOME PARKS

25

MOBILE HOME PARKS

MOBILE HOME PARKS



to see or to feel
mobile home with
grate attention
of all homes
the city and state

Factors of income,
age and race
of housing
all probability,
has been a low
chiefly because

of income restrictions, and this tendency may be expected to continue. Finally, the increasing elderly segment of the population (those sixty-two years and older) will create a potential demand for rental units of a construction type which has not been previously available.

Housing Problems, Obstacles, and Objectives

In order to clearly identify the major points of the Housing Analysis, the major housing problems, obstacles, and objectives have been identified in a series of statements. The Statement of Problems lists the present deficiencies in the City's housing which must be solved in order to achieve an adequate and safe housing supply. Subsequently, the Statement of Obstacles identifies the restraints which hinder the solutions to those problems. The Statement of Objectives are the means by which the housing problems can be solved through the overcoming of the obstacles.

Statement of Problems

The following statements identify the major housing problems in the City of Rocky Mount. They are not listed in order of priority.

1. There is an inadequate supply of decent, sound, and safe housing for families of all income levels.
 - a. 2,318 year-round housing units are estimated to be substandard as of January 31, 1974.
 - b. 329 of those year-round substandard units are non-repairable and should be replaced.
 - c. 1,989 of the substandard housing units could be rehabilitated. If rehabilitation efforts are not made many of those housing units will soon require replacement.
 - d. There are only 820 units of public housing in the City and waiting lists for additional units exceed 1,200.
 - e. An insufficient number of housing units (particularly rental units) have been constructed for low-, moderate-, and upper-income persons to satisfy the population growth.

2. There are no existing public housing projects solely for the elderly in the City.
3. The physical condition of neighborhoods in several planning districts could be considered as blighted due to the fact that those districts have high population densities, and a large percentage of dwelling units are classified as substandard and have a low property value.
4. Many housing units average over one person per room, particularly among the low-income groups. Living under such conditions of crowding often results in increased stress and anxiety for the members of the families, increased health problems, and sometimes a breakdown in normal behavior patterns.
5. The ability to strictly enforce the housing codes because of a shortage of replacement housing has allowed the accumulation of unsound and dilapidated housing, thereby, resulting in a lower quality of living for an increasing number of citizens.
6. Historically, there has been a lack of coordination between federal and state housing programs and the policies of the municipal government.
7. The private construction industry has been involved in low-income housing only on a limited basis.

Statement of Obstacles

The following statements reflect the major obstacles, which tend to hamper the development of efficacious programs to solve the City's housing problems. These are not identified in order of priority.

1. The housing problem in Rocky Mount is extremely complex, having far-reaching social and economic dimensions of which citizens, business leaders, and public officials need to become aware.
2. There has been a lack of adequate local planning for residential and related growth.
 - a. The City has had no defined programs for the continual monitorship of housing supply and demand. There have been no policies or housing need studies to guide in determining what types of housing have been needed and for what income groups.
 - b. The City's housing code and/or housing related codes need to be rapidly enforced.

3. The majority of home builders are not motivated to build for low-income families.
 - a. Land and construction costs for low-income housing appear to be too high to justify private participation without public subsidy.
 - b. There are no local tax rebates for private developers involved in low-income housing.
 - c. Opposition on the part of the general public to the development of public housing and other multi-family projects in the City is evident.
4. Insufficient incomes and resulting financial instability are often the reasons that many people do not reach the "normal" market of standard housing.
 - a. Among the poor, low incomes result primarily from lack of education and training, and low motivation.
 - b. The City's poor often do not know where acceptable housing can be found nor do they know where to go for assistance or what local housing programs are available to aid them.
 - c. Among those with moderate incomes who cannot afford better housing, the cost of housing has often increased faster than their wages and their ability to purchase new housing or to renovate older housing.
 - d. Many citizens fail to participate fully in the City's housing market because of poor health, advanced age, low level of skill, lack of credit, and competing needs and values in personal finances.
5. There is a lack of standard low-income housing in the City for those who would be displaced if dilapidated or condemned housing were demolished.
6. Economic problems of the local housing industry have presented obstacles to home construction.
 - a. The tight money situation has had a detrimental effect on the local housing supply and on the supply of trained laborers in the region.
 - b. The rapid increase in cost of building materials and the acute shortage of skilled labor in the City's building trade will place many of the housing units built out of the price range of many families.
7. Members of minority groups are often limited in their selection of housing due to the City's highly segregated neighborhoods.
8. There is no comprehensive Housing Plan for the City.

Statement of Objectives

The main housing goal of the City of Rocky Mount is that a full range of housing types, styles, and price ranges be available in the City in order that all people may find decent, safe, and sanitary housing they can afford reasonably close to their work, shopping, and recreational areas. The following objectives were developed for the broad functional areas of codes, ordinances, and enforcement; displacement and relocation; and housing programs. These will serve as a guide for action for the Planning Board, the City Council, and the Housing Inspections and the Planning Department..

1. To promote the removal or rehabilitation of housing that is substandard while making an effort to preserve the quality of neighborhoods as described by the citizens thereof.
2. To reduce discrimination in housing.
3. To encourage participation of utility companies and non-profit housing groups in construction and operation of low- and moderate-income housing projects.
4. To develop counselling and educational services to improve the social and economic status of households.
5. To encourage and to develop cooperation among federal, state, regional, and local agencies in solving housing problems.
6. To encourage the use of federal and state housing programs.
7. To prepare a comprehensive Housing Plan to determine the present and future relationship between housing supply and demand, including: assessment of needs for low- and moderate-income housing; obstacles to overcoming constraints; programs currently underway, privately and publicly sponsored, to provide such housing; recommended programs to achieve housing objectives; and a housing site analysis.
8. To monitor the implementation of the Housing Plan and to update it on a yearly basis in order to delineate current housing needs and problems.
9. To involve citizens in the development of housing policies and action programs.
10. To establish a program for the monitorship of housing supply and demand.
11. To locate available sites for the construction of low-income housing.

LAND DEVELOPMENT PLAN

POPULATION PROJECTIONS OF 1975 AND 1985

Year	1970	1975	1985
Population	36,703	42,000	48,000
Projected population growth		14.2%	29.7%

Subsequently, results of the two projection methods for each five-year interval were averaged to provide a final population projection for 1975, 1980, 1985 and 1990. The final population projection for 1975 is 42,000 (see Chart 1). According to the final projection in Chart 1, the county's growth should continue at a constant annual rate of 1.5%.

The arithmetic method assumes a linear increase in population over the five-year period of 1970 to 1975. The geometric method assumes a constant rate of increase over the five-year period of 1970 to 1975.

The geometric method is used to project a trend line using past population data to give the future population projection.

Statement of Purpose

The main reason for the City of New York is that a full range of housing types, styles, and prices be available to the City in order that all people who need them, and who are unable to obtain them through the market, may obtain them. The following are the main reasons for the City's interest in housing: (1) to provide for the needs of the City's population; (2) to provide for the needs of the City's economy; (3) to provide for the needs of the City's culture; (4) to provide for the needs of the City's environment; (5) to provide for the needs of the City's future.

1. To provide for the needs of the City's population by increasing the supply of housing and by improving the quality of the housing stock.
2. To provide for the needs of the City's economy by increasing the supply of housing and by improving the quality of the housing stock.
3. To provide for the needs of the City's culture by increasing the supply of housing and by improving the quality of the housing stock.
4. To provide for the needs of the City's environment by increasing the supply of housing and by improving the quality of the housing stock.
5. To provide for the needs of the City's future by increasing the supply of housing and by improving the quality of the housing stock.
6. To encourage the use of the City's resources in the most efficient manner possible.
7. To prepare a comprehensive plan for the future of the City's housing program, including the development of a long-range plan, the establishment of a housing authority, and the implementation of a housing program.
8. To ensure the development of the City's housing program in a manner which is consistent with the City's overall development plan.
9. To ensure the development of the City's housing program in a manner which is consistent with the City's overall development plan.
10. To ensure the development of the City's housing program in a manner which is consistent with the City's overall development plan.

POPULATION PROJECTIONS

Future population projections are extremely important with respect to the future development of an area; however, it is important that population projections be used in the proper context. It is difficult to predict the exact number of persons in an area because of the many unforeseen events which could occur; although with periodic updating, future population trends can be projected which will provide a sound approach to planning for future development.

In order to derive feasible future population projections, two methods have been used, the arithmetic method,* and the least squares method.** The results of these methods are provided for Rocky Mount, Nash and Edgecombe Counties in ten-year intervals for 1980 and 1990 (Refer to Charts 35 and 38).

To provide a more useful set of projections, five-year increments were used for the presentation of population data. The median figure for the resulting difference was then added to the figure for the beginning of the previous decade to get a mid-point or five-year incremental projection (Refer to Charts 34, 36, and 39).

CHART 34

METHODOLOGY FOR COMPUTATION OF 1975 AND 1985 PROJECTIONS

EXAMPLE:	1980	38,762			
	1970	<u>-34,284</u>	=	$\frac{2,239}{2}$	=
		4,478		4,478	
				2,239	
				<u>34,284</u>	
				36,523	(equals 1975
					projected popula-
					tion growth)

Subsequently, results of the two projection methods for each five-year interval were averaged to provide a final population projection for Rocky Mount, Nash and Edgecombe Counties (Refer to Charts 37 and 40). According to the final projections in Chart 37, Rocky Mount's growth should continue at a constant numerical increase but at a declining rate.

*The arithmetic method asserts a given absolute numerical change in population from one period of time to another in the past is the best estimation of future changes.

**Least-squares regression analysis is used to compute a trend line using past population data to give the future population projection.

There are many factors that will contribute to the City's projected growth. Retail trade in Rocky Mount grew over the six year period of 1967-1972, from \$119,490,931 to \$183,761,717, to produce an increase of \$64,270,786 or approximately 53.8 percent. That growth was accompanied by a 22.9 percent increase in electric meter installations, and a 40.7 percent increase in gas meter installations.

Those are some of the factors that serve as indicators of community growth and potential growth. Because Rocky Mount is the most active commercial center in the two county area, it is assumed that the community will attain its projected population level by 1985.

CHART 35
ROCKY MOUNT POPULATION PROJECTIONS
IN TEN-YEAR INTERVALS

	ARITHMETIC	LEAST SQUARES
1980	38,800	41,400
1990	43,100	46,100

Source: N.C. State Planning Division
Department of Administration 1973.

CHART 36
COMPUTED PROJECTIONS WITH
ESTIMATED FIVE-YEAR INTERVALS

	ARITHMETIC	LEAST SQUARES
1975	36,500	37,900
1980	38,800	41,400
1985	41,000	43,800

CHART 37
PROJECTED GROWTH
AND PERCENTAGE OF CHANGE*

1975	40,600	18.4%
1980	43,700	7.6%
1985	46,100	5.5%

*The averaged population projections were increased to provide a projected population base which is consistent with the employment projections contained in this plan when the assumption is made that an area's total employment, less daily in-commuters, should be forty-six percent of the population base.

CHART 38

POPULATION PROJECTIONS OF EDGECOMBE AND NASH COUNTIES

	<u>ARITHMETIC</u>		<u>LEAST SQUARES</u>	
	<u>EDGECOMBE</u>	<u>NASH</u>	<u>EDGECOMBE</u>	<u>NASH</u>
1980	55,700	63,400	60,400	69,500
1990	58,700	67,100	63,800	73,900

Source: N.C. State Planning Division
Department of Administration 1973.

CHART 39

COMPUTED PROJECTIONS WITH ESTIMATED FIVE-YEAR INTERVALS

	<u>ARITHMETIC</u>		<u>LEAST SQUARES</u>	
	<u>EDGECOMBE</u>	<u>NASH</u>	<u>EDGECOMBE</u>	<u>NASH</u>
1975	54,000	61,200	56,300	64,300
1980	55,700	63,400	60,400	69,500
1985	57,200	65,200	62,100	71,700

CHART 40

PROJECTED GROWTH AND PERCENTAGE OF CHANGE FOR EDGECOMBE AND NASH COUNTIES *

	<u>EDGECOMBE COUNTY</u>		<u>NASH COUNTY</u>	
1975	55,700	6.4%	63,400	7.2%
1980	58,500	5.0%	66,900	5.5%
1985	59,900	2.3%	68,800	2.8%

*The final population projections were increased to provide a projected population base which is consistent with the employment projections contained in this plan when the assumption is made that an area's total employment, less daily in-commuters, should be forty-six percent of the population base.

ECONOMIC PROJECTIONS

Given the structure of the present economy and recent trends, it is possible to extend the picture in time for a sketch of the area's probable future economy. The projection should be regarded as a limited prediction of what could happen if certain specified assumptions are met.

Chart 41 on page 161 gives the projection of future employment by industry for Rocky Mount. The data is given in general categories because of the energy shortage, inflation, and other changes occurring in the economy which make the preparation of a more detailed projection unreliable. These projections were derived by taking the previous employment trend, using it as a base and projecting into the future. A continued increase in total employment is projected to 1985. During the same period, a decline is projected for agricultural employment. The expected decline is predicted on recent trends in automation, foreign competition, and high production costs.

In order to provide a more realistic projection for the employment of Rocky Mount, the national rate of employment, forty-six percent of the total population, was figured into the projected total population of the City. Additionally, a factor representing employees commuting to work from outside of the City was added into the calculations. This factor, roughly defined, is the difference between the number of jobs projected to be available in Rocky Mount and the number of available workers who will be residing in the City. The resultant difference closely parallels the number of people who will be graduating from high schools in the five counties to the north of Rocky Mount. The projections which resulted from this process are shown in Chart 42 for 1975, 1980 and 1985.

To arrive at the figures shown in Chart 41, the North Carolina work force estimates were used as a base to project future employment. The same process used to arrive at the projections in Chart 42 was applied to the total Rocky Mount Work Force Estimates and was projected for 1975, 1980 and 1985.

The results shown in the two charts for 1975, 1980 and 1985 are relatively similar and tend to support each other. To what extent actual population and employment growth in the next decade will support the projections contained herein will depend in part upon acquiring new industry

in the area, the diversification of that industry and whether or not the City of Rocky Mount will adopt a growth policy to aid in making decisions which will direct the rate and kind of growth desired for the years to come.

CHART 41
TOTAL EMPLOYMENT PROJECTED TO 1985
FROM THE ROCKY MOUNT LABOR AREA

	<u>1975</u>	<u>1980</u>	<u>1985</u>
Manufacturing	17,600	22,000	26,300
Nonmanufacturing	26,700	31,600	36,400
All other nonagr. employment	6,800	7,300	7,700
Agricultural Employment	<u>6,300</u>	<u>4,700</u>	<u>3,500</u>
TOTALS	57,400	65,600	73,900

Source: Computed by the North Carolina Division of Community Services from 1973, North Carolina Work Force Estimates.

CHART 42
TOTAL PROJECTED EMPLOYMENT IN THE
ROCKY MOUNT LABOR AREA

	<u>1975</u>	<u>1980</u>	<u>1985</u>
Projected Total Population	<u>119,100</u>	<u>125,400</u>	<u>128,700</u>
46% Total Population	54,800	57,700	59,200
Commuters	<u>4,000</u>	<u>7,900</u>	<u>15,000</u>
Total Projected Employment	58,800	65,600	74,200

DEMAND FOR FUTURE HOUSING

The demand for additional housing in future years will be created by changes in household size, the need to rectify substandard housing conditions, and population growth. Each of these precipitants will be examined in the following section, as will the total demands for each of the projection years.

Population Growth

As stated previously in the population projections, Rocky Mount will undergo considerable population growth by 1985. With a population of 34,284 in 1970 according to the U. S. Bureau of the Census and an estimated populace in January 31, 1974 of 39,500, the City can expect future populations of 40,600 by 1975, 43,700 by 1980, and 46,100 by 1985. Thus, from 1974 to 1985 there is a net projected population gain of 6,600.

Because the number of persons per household determines the number of households in any given population, it is important to observe changes in household size when predicting the number of households and, thereby, the number of housing units..

The projection of average household size was derived by calculating the percentage change in household size for the City between 1960 and 1970, and by applying that percentage change to 1980. The 1975 household size of 2.77 persons per household is considered as the midpoint between the 1970 and 1980 household sizes. Due to an expected stabilization in the household size for the City, that figure of 2.77 was retained as the household size for 1980 and 1985.

In order to calculate growth demands for future populations, the January 31, 1974 population was subtracted from the population projections and then divided by the household size. Those final figures constitute the number of units which will be needed for population growth by 1975, 1980 and 1985. Chart 45 on page 169, designates the number of units which will be needed for growth by the years 1975, 1980, and 1985.

Growth and Replacement Demands

In the derivation of the housing projections for the City of Rocky Mount through 1985, two types of demands were considered; the replacement demand (Charts 43, 44, and 47) and the growth demand (Charts 45 and 48). The two demands were first tabulated separately and then combined into a single demand, the Total Demand for New Constructions (Refer to Chart 49, page 178).

The major objective with the housing demand projections as depicted on Charts 43-49 was to not only calculate the number of units which will be necessary for growth and replacement but the housing demand by income ranges for multi-family, single-family and low-cost or subsidized units. Through this method, it was not only possible to project the demand for units in the three categories of multi-family, single-family, and subsidized or modular low-cost units but also the rents and house payments for those units (Refer to Chart 49).

The methodology involved with the housing projections can be best explained through a narrative account of Charts 43-49. Those charts are arranged in this section in the same continuum by which the total housing projections were derived. Each chart is accompanied by a narrative description which bears the same title as that of the chart.

Replacement Demand Procedure

The procedure through which the replacement demand was derived is explained in Chart 43 on page 164. In that chart, the initial step was to establish a percentage of the dilapidated units to expect in each income range at present and in the future. To establish those percentages, site occupant relocation records of the Cokey Road Neighborhood Development Project and surveys of the proposed Red Row Urban Renewal Area were used. By ascertaining the income ranges of the occupants of twenty-six dilapidated units in those two areas, percentages were set up in each range of the percent of dilapidated units to expect in that range. In cases where some of the low-income ranges contained too small a percent of dilapidated units, (according to the sample data) those percentages were altered by information from NEED (Nash-Edgecombe Economic Development, Inc.) in order to establish a logical distribution of the dilapidated units. Generally, the percentages obtained from both sources were similar.

CHART 43

REPLACEMENT DEMAND PROCEDURE

INCOME RANGES OF HOUSEHOLDS	% OF HOUSEHOLDS IN EACH RANGE	'74-'85												
		'74	'74-'75	'74-'75	'75	'75-'80	'75-'80	'80	'80-'85	'80-'85	'85			
		ESTIMATED # OF DILAPIDATED D.U.'S	# OF DEMOLITIONS OF DILAPIDATED D.U.'S	# OF DILAPIDATED D.U.'S REMAINING FOR DEMOLITION	# OF D.U.'S BECOMING DILAPIDATED	PROJECTED # OF DILAPIDATED D.U.'S	# OF DEMOLITIONS OF DILAPIDATED D.U.'S	# OF DILAPIDATED D.U.'S REMAINING FOR DEMOLITION	# OF D.U.'S BECOMING DILAPIDATED	PROJECTED # OF DILAPIDATED D.U.'S	# OF DEMOLITIONS OF DILAPIDATED D.U.'S	# OF DILAPIDATED D.U.'S REMAINING FOR DEMOLITION	# OF D.U.'S BECOMING DILAPIDATED	PROJECTED # OF DILAPIDATED D.U.'S
Less than \$1000	9.50%	31	- 5	=26	+10	=36	-21	=15	+36	= 51	-21	=30	+38	= 68
\$ 1,000 to \$ 1,999	21.26%	70	-13	=57	+23	=80	-47	=33	+82	=115	-47	=68	+84	=152
\$ 2,000 to \$ 2,999	19.23%	63	-11	=52	+21	=73	-42	=31	+72	=103	-42	=61	+77	=138
\$ 3,000 to \$ 3,999	7.69%	25	- 4	=21	+ 8	=29	-18	=11	+31	= 42	-18	=24	+31	= 55
\$ 4,000 to \$ 4,999	11.54%	38	- 6	=32	+11	=43	-25	=18	+45	= 63	-25	=38	+45	= 83
\$ 5,000 to \$ 5,999	11.54%	38	- 6	=32	+11	=43	-25	=18	+45	= 63	-25	=38	+45	= 83
\$ 6,000 to \$ 6,999	7.69%	25	- 4	=21	+ 8	=29	-18	=11	+31	= 42	-18	=24	+31	= 55
\$ 7,000 to \$ 7,999	3.85%	13	- 2	=11	+ 3	=14	- 8	= 6	+15	= 21	- 8	=13	+15	= 28
\$ 8,000 to \$ 8,999	3.85%	13	- 2	=11	+ 3	=14	- 8	= 6	+15	= 21	- 8	=13	+15	= 28
\$ 9,000 to \$ 9,999	3.85%	13	- 2	=11	+ 3	=14	- 8	= 6	+15	= 21	- 8	=13	+15	= 28
\$10,000 to \$11,999														
\$12,000 to \$14,999														
\$15,000 to \$24,999														
\$25,000 to \$49,999														
\$50,000 or more														
TOTAL	100%	329	-55	=274	+101	=375	-220	=155	+387	=542	-220	=322	+396	=718

The methodology involved in deriving the replacement demand was based on the results of the 1969 and 1972 housing surveys and the average number of demolitions per year since 1970. From those surveys, it was disclosed that in April 1969, some 177 units or 1.55 percent of the total housing supply were dilapidated and in June 1972, some 263 units or 2.13 percent of the supply were dilapidated. Thus, over that three year and two month period there was an increase of .58 percent in dilapidated units, an average increase of .0152 percent per month. Taking the 1972 figure of 2.13 percent dilapidated and adding the expected monthly percent of increase through to January 1974, 1975, 1980, and 1985, the percentages of dilapidated units for each of those four years were obtained. Those percentages of dilapidated units in a respective order are 2.42, 2.68, 3.59, and 4.50. In order to project the number of dilapidated units for each of the four years, the percentages of units dilapidated were applied to each year's projected dwelling unit count, which is inclusive of the 1974 dwelling unit count plus the number of units necessary for growth.

Once the 1974 estimation and the 1975, 1980, and 1985 projections of dilapidated units were obtained, those figures were distributed among the income ranges to which they pertain as indicated by Chart 43. By listing the 1974 estimation and the projections in a sequential order, it was possible to designate on the chart the number of units which will be demolished and replaced prior to 1975, 1980, and 1985. By subtracting the number of demolitions occurring during the one-year period prior to 1975, the five-year period prior to 1980 and the five-year period prior to 1985 from the 1974 estimation and the 1980 and 1985 projections of dilapidated units in a respective order, the number of dilapidated dwelling units remaining for demolition and the number of units becoming dilapidated during each of those periods were obtained. According to records provided by the Inspections Department, there have been an average of forty-four demolitions per year since 1970. Based on that average rate, fifty-five demolitions are expected between January 31, 1974 and 1975, 220 between 1975 and 1980, and 220 between 1980 and 1985. Chart 43 is set up on the basis that, in each case, those demolitions will be removed from the preceding estimation or projections of dilapidated units. For example, fifty-five demolitions between 1974 and 1975 will be removed from the January 31, 1974 estimation of 329 dilapidated units, and, thereby, leaving 274 dilapidated units to be demolished.

Those 274 units are carried over and included in the 1975 projection of 375 units. Thus, in order to have 375 dilapidated units by 1975, 101 additional units will become dilapidated between 1974 and 1975. This method of subtracting the number of demolitions from the projections is also applied to the 1980 and 1985 projections. Through that approach, the number of units becoming dilapidated during each of the two five-year intervals between 1975 and 1985 were obtained as indicated by the totals of 387 and 396 on the chart.

To obtain the total number of 1,213 dilapidated units for the period between January 31, 1975 and 1985, the 1974 estimation of 329 dilapidated units was added to the 884 units which will become dilapidated prior to 1985. The same total of 1,213 units can also be found by adding the number of demolitions during the period of January 31, 1974 to 1985 and the number of units remaining to be demolished at the end of that period.

Replacement Demand Totals

The number of dilapidated units which will require replacement by 1975, 1980, and 1985 are listed on Chart 44. Those replacement demand totals, respectively, are 430, 762, and 938. The sum of those three totals is considerably higher than the sum total of 1,213 dilapidated units which was explained for Chart 43. As listed on Chart 44, the total number of dilapidated dwelling units requiring replacement between January 31, 1974 and 1985 is 1,213 units. However, to obtain that proper total on Chart 44, some 375 and 542 units were subtracted once because they were included twice in other figures. For example, although the 1975 demand includes both the 1975 projection of 375 dilapidated units and the fifty-five demolitions prior to 1975 to equal 430 units requiring replacement only the fifty-five demolitions are subtracted from the total of 430 and are regarded as requiring absolute replacement. Therefore, 375 units are carried forward and repeated in the 1980 replacement demand of 762 units of those 375 dilapidated units, (as explained in Chart 43) 220 units will, in all probability, be demolished between 1975 and 1980 and 155 units will remain for demolition. Through this procedure, 375 of the dilapidated units in the 1975 replacement demand of 430 units are again included in the 1980 replacement demand of 762 units. For the 1980 and 1985 replacement demands, 542 dilapidated units are repeated

REPLACEMENT DEMAND TOTALS FOR ROCKY MOUNT

INCOME RANGES OF HOUSEHOLDS	% OF HOUSEHOLDS IN EACH RANGE	1975* REPLACEMENT DEMAND	1980* REPLACEMENT DEMAND	1985* REPLACEMENT DEMAND	1975 PROJECTION OF DILAPIDATED D.U.'S (INCLUDED IN '75 & '80 REPLACEMENT DEMANDS)	1985 PROJECTION OF DILAPIDATED D.U.'S (INCLUDED IN '80 & '85 REPLACEMENT DEMANDS)	TOTAL NUMBER OF DILAPIDATED D.U.'S REQUIRING REPLACEMENT 1974-1985
Less than \$1,000	9.50%	40	+72	+89	-36	-51	= 114
\$1,000 to \$1,999	21.26%	91	+162	+199	-80	-115	= 257
\$2,000 to \$2,999	19.23%	82	+147	+180	-73	-103	= 233
\$3,000 to \$3,999	7.69%	33	+59	+72	-29	-42	= 93
\$4,000 to \$4,999	11.54%	50	+88	+109	-43	-63	= 141
\$5,000 to \$5,999	11.54%	50	+88	+109	-43	-63	= 141
\$6,000 to \$6,999	7.69%	33	+59	+72	-29	-42	= 93
\$7,000 to \$7,999	3.85%	17	+29	+36	-14	-21	= 47
\$8,000 to \$8,999	3.85%	17	+29	+36	-14	-21	= 47
\$9,000 to \$9,999	3.85%	17	+29	+36	-14	-21	= 47
\$10,000 to \$11,999							
\$12,000 to \$14,999							
\$15,000 to \$24,999							
\$25,000 to \$49,999							
\$50,000 or more							
*TOTALS	100%	430	+762	+938	-375	-542	=1,213

*The 1974, 1980, and 1985 replacement demands include the 1975, 1980, and 1985 projections of dilapidated dwelling units, respectively, and the number of demolitions during each of those periods.

in the same manner as those 375 units were. Those 542 units are thereby subtracted once to obtain the total of 1,213 units. It is clearly indicated by the approach in Chart 44, that the low demolition rate causes a large number of dilapidated units to be carried over into the following projection year's total of dilapidated units and, thereby, raising that year's total. The chart also illustrates that the replacement demands for 1975, 1980, and 1985 surpass the number of demolitions.

Dwelling Unit Demand for Growth Within the City

For new growth between January 31, 1974 and 1985, the City of Rocky Mount needs approximately 2,382 dwelling units (Refer to Chart 45 page 169. Here, as with the replacement demand, the growth demand is distributed over fifteen income ranges. The percentage of families and unrelated individuals in each income range as listed on Chart 45 was derived from the 1970 Census of Population figures. Due to insufficient information since 1970, those percentages could not be altered to accommodate changes in income due to inflation.

By the years 1975, 1980, and 1985, the City will need 397, 1,119, and 866 additional units for growth, respectively. The 1980 growth demand is higher than that for 1975 and 1985 because it is between the years 1975 and 1980 that the City will experience its largest population growth. During that period, it is expected that the population is projected to increase from 39,500 to 40,600. Between 1980 and 1985, the population is expected to grow from 43,700 to 46,100.

In order to calculate the dwelling units necessary to house those populations, the projected household size of 2.77 was divided into the increases in population. For example, the 1975 growth demand of 397 units was found by dividing the population increase from 39,500 in 1974 to 40,600 in 1975 by 2.77 persons per household. That same procedure is used to arrive at the 1980 and 1985 growth demands of 1,119 and 866, respectively.

The most dwelling units necessary for growth fall primarily in two categories, the low-incomes and the middle-incomes. Listed in sequential order of requiring the largest number of dwelling units for growth are the fol-

CHART 45

DWELLING UNIT DEMAND FOR GROWTH WITHIN THE CITY

INCOME RANGES OF HOUSEHOLDS	% OF FAMILIES & UNRELATED INDIVIDUALS IN EACH RANGE IN '70	1975			1980			1985		
		UNITS FOR GROWTH BETWEEN 1974-1975 (40,600-39,500= 1,100÷2.77=397)			UNITS FOR GROWTH BETWEEN 1975-1980 (43,700-40,600= 3,100÷2.77=1,119)			UNITS FOR GROWTH BETWEEN 1980-1985 (46,100-43,700= 2,400÷2.77=866)		
										JAN. 31, '74-JUNE 31, '85 TOTAL NUMBER OF UNITS NECESSARY FOR GROWTH
Less than \$1,000	7.37%	29	83	63	175					
\$1,000 to 1,999	9.39%	37	105	81	223					
\$2,000 to 2,999	6.18%	25	69	54	148					
\$3,000 to 3,999	6.96%	28	78	60	166					
\$4,000 to 4,999	8.64%	34	97	75	206					
\$5,000 to 5,999	8.57%	34	96	74	204					
\$6,000 to 6,999	8.17%	32	91	71	194					
\$7,000 to 7,999	6.34%	25	71	55	151					
\$8,000 to 8,999	5.94%	24	66	51	141					
\$9,000 to 9,999	4.93%	20	56	43	119					
\$10,000 to \$11,999	10.10%	40	113	87	240					
\$12,000 to \$14,999	8.61%	34	96	75	205					
\$15,000 to \$24,999	6.55%	26	73	57	156					
\$25,000 to \$49,999	1.82%	7	20	16	43					
\$50,000 or more	.43%	2	5	4	11					
TOTAL	100%	397	1,119	866	2,382					

lowing income ranges: \$10,000 to \$11,999, 240 units; \$1,000 to \$1,999, 223 units; \$4,000 to \$4,999, 206 units; \$12,000 to \$14,999, 204 units; \$5,000 to \$5,999, 204 units; and \$6,000 to \$6,999, 194 units. Thus, the highest growth demands fall primarily in the ranges between \$10,000 and \$14,999 with 445 units and between \$4,000 to \$6,999 with 604 units.

Distribution of Housing Expenditure
Levels Among Household Income Ranges of 1970

In order to calculate the amount of income expendible toward housing, social security and federal and state income taxes were extracted from each income range to arrive at the net income ranges (Refer to Chart 46, page 171). It is estimated that generally twenty-five percent of a household's combined net income can be expendible toward housing. Thus, in order to obtain the annual allowance for housing in each income range, twenty-five percent of each net income range was found. Considering that figure as the annual housing expenditure for each income range, the figure was further broken down to monthly expenditures for either house payments or rent.

In deducting taxes from the combined household income ranges to obtain the net income ranges, the 1973 Federal and State tax booklets were utilized. it was obviously impossible to itemize deductions. Thus, in order to allow for deductions, the method of subtracting fifteen percent of the income range or adjusted gross income was used with the deductions not exceeding \$2,000. After those deductions were extracted, the tax tables for those returns claiming three exemptions were utilized. In that table, the column for those married and filing a joint return was followed. That table was utilized because the average household size in 1970 was 2.91 and is projected to be 2.77 in the future and, thus, the average family size is three. Federal income taxes listed on Chart 46 are based on those taxes for the married filing a joint return in Table 3 of the 1973 Instructions for Form 1040.

In the computation of the state income taxes for each income range, a \$2,000 exemption was declared. That particular exemption was chosen because the majority of the methods in filing state income taxes declare a \$2,000 exemption. From that point, taxes were computed on the remaining net taxable incomes according to the tax rates listed in the 1973 Instructions for Filing North Carolina Individual Income Tax Returns. By applying the appropriate tax percentages,

CHART 46

DISTRIBUTION OF HOUSING EXPENDITURE
LEVELS AMONG HOUSEHOLD INCOME RANGES

INCOME RANGES OF HOUSEHOLDS (ADJUSTED GROSS INCOME RANGES)	AVERAGE AMOUNT OF FEDERAL INCOME TAXES WITHHELD	AVERAGE AMOUNT OF STATE INCOME TAXES WITHHELD	FICA WITHHELD (5.85%)	NET INCOME RANGES OF HOUSEHOLDS	TWENTY-FIVE PERCENT OF NET INCOME EXPENDIBLE TOWARD HOUSING	
					ANNUALLY	MONTHLY
Less Than \$1,000	0	0	\$58.50	Less than \$941.50	Less than \$235.38	Less than \$19.62
\$1,000-\$1,999	0-0	0-0	\$58.50-\$116.94	\$941.50-\$1,882.06	\$235.38-\$470.52	\$19.62-\$39.21
\$2,000-\$2,999	0-0	0-\$29.97	\$117.00-\$175.44	\$1,883.00-\$2,793.59	\$470.75-\$698.40	\$39.23-\$58.20
\$3,000-\$3,999	0-0	\$30-\$59.97	\$175.50-\$233.94	\$2,794.50-\$3,705.09	\$698.63-\$926.27	\$58.22-\$77.19
\$4,000-\$4,999	0-\$95.00	\$60-\$99.96	\$234.00-\$292.44	\$3,706.00-\$4,511.60	\$926.50-\$1,127.90	\$77.21-\$93.99
\$5,000-\$5,999	\$95.00-\$219.00	\$100-\$139.96	\$292.50-\$350.94	\$4,512.50-\$5,289.10	\$1,128.13-\$1,322.28	\$94.01-\$110.19
\$6,000-\$6,999	\$226.00-\$350.00	\$140-\$189.95	\$351.00-\$409.44	\$5,283.00-\$6,049.61	\$1,320.75-\$1,512.40	\$110.63-\$126.03
\$7,000-\$7,999	\$358.00-\$488.00	\$190-\$239.95	\$409.50-\$467.94	\$6,042.50-\$6,803.11	\$1,510.63-\$1,700.78	\$125.89-\$141.73
\$8,000-\$8,999	\$497.00-\$634.00	\$240-\$299.94	\$468.00-\$526.44	\$6,795.00-\$7,538.62	\$1,698.75-\$1,884.66	\$141.56-\$157.06
\$9,000-\$9,999	\$644.00-\$796.00	\$300-\$359.94	\$526.50-\$584.94	\$7,529.50-\$8,258.12	\$1,882.38-\$2,064.53	\$156.87-\$172.04
\$10,000-\$11,999	\$805.00-\$1,863.81	\$360-\$479.94	\$585.00-\$701.94	\$8,250.00-\$8,953.31	\$2,062.50-\$2,238.33	\$171.88-\$186.53
\$12,000-\$14,999	\$1,864-\$2,509.75	\$480-\$689.93	\$702-\$772.20	\$8,954-\$11,027.12	\$2,238.50-\$2,756.78	\$186.54-\$229.73
\$15,000-\$24,999	\$2,510-\$5,339.68	\$690-\$1,389.93	\$772.20-\$772.20	\$11,027.80-\$17,497.19	\$2,756.95-\$4,374.30	\$229.75-\$364.53
\$25,000-\$49,999	\$5,340-\$16,059.50	\$1,390-\$3,139.93	\$772.20-\$772.20	\$17,497.80-\$30,027.37	\$4,374.45-\$7,506.84	\$364.54-\$625.57
\$50,000 or more	\$16,060 or more	\$3,140 or more	\$772.20-\$772.20	\$30,027.80 or more	\$7,506.95 or more	\$625.58 or more

the state income taxes for each income range were calculated and listed on Chart 46.

In addition to federal and state taxes, social security (FICA) was also extracted from the income ranges. That was simply done by applying a constant rate of 5.85 percent to each income range up to the maximum level of \$772.20 for social security.

After taxes and social security were extracted from each income range, the resulting figures were the net income ranges. From those ranges the annual and monthly housing expenditures were obtained. Those monthly housing expenditures range from \$19.62 for an income range of less than \$1,000 to \$625.57 for an income range of \$50,000 or more.

Replacement Demand Within the City for Subsidized or Modular Low-Cost Units, Single-Family, and Multi-Family Units

Once the monthly housing expenditure was known for each income range, that figure was then applied to the replacement and growth demands for each income range. Chart 47 depicts the replacement demand for the City by subsidized or modular low-cost units, single-family, and multi-family units and the housing expenditures available for those units.

With monthly housing expenditures, the lowest possible rent for a standard unit was set at \$110 and the minimum house payment for a standard unit was established at \$120. The rent of \$110 was estimated to be for a standard unit of 9,000 square feet and two bedrooms. The house payment of \$120 is representative of a standard dwelling unit valued at approximately \$12,000. As depicted on Chart 47, any household in an income range having a household expenditure below \$110 would be compelled to reside in a subsidized or modular low-cost housing unit. According to the chart, some eighty-one percent or 981 units of the 1,213 units required by the total replacement demand, 1974-1985, are categorized as subsidized or modular low-cost units. The remaining nineteen percent or 232 of those 1,213 units requiring replacement are either multi-family or single-family units.

In order to calculate the number of multi-family units necessary by 1985, past building permits were reviewed. Those records indicated that during the 1970-1974 period, forty-three percent of the dwelling units constructed were

CHART 47

REPLACEMENT DEMAND WITHIN THE CITY
FOR SUBSIDIZED OR MODULAR LOW-COST UNITS,
SINGLE-FAMILY UNITS, AND MULTI-FAMILY UNITS

INCOME RANGES OF HOUSEHOLDS	AMOUNT OF INCOMES EXPENDIBLE MONTHLY TOWARD HOUSING	1975		1980		1985	
		REPLACEMENT DEMAND (1975 PROJECTION + # OF DEMOLITIONS)	ABSOLUTE REPLACEMENT DEMAND (# OF DEMOLITIONS)	REPLACEMENT DEMAND (1980 PROJECTION + # OF DEMOLITIONS)	ABSOLUTE REPLACEMENT DEMAND (# OF DEMOLITIONS)	REPLACEMENT DEMAND (ABSOLUTE REPLACEMENT DEMAND)	1974-1985 ABSOLUTE REPLACEMENT DEMAND*
Number of subsidized or modular low-cost units							
Less than \$1,000	Less than \$19.62	40	5	72	21	89	115
\$ 1,000 to \$ 1,999	\$ 19.62-\$ 39.21	91	13	162	47	199	259
\$ 2,000 to \$ 2,999	\$ 39.23-\$ 58.20	83	11	147	42	180	233
\$ 3,000 to \$ 3,999	\$ 58.22-\$ 77.19	33	4	59	18	72	94
\$ 4,000 to \$ 4,999	\$ 77.21-\$ 93.99	50	6	88	25	109	140
\$ 5,000 to \$ 5,999	\$ 94.01-\$110.19	50	6	88	25	109	140
Subtotal of subsidized units		=346	=45	=616	=178	=785	=981

Number of Multi-Family & Single-Family Units											
		MF		SF		MF		SF		MF	
\$ 6,000 to \$ 6,999	\$110.63-\$126.03	26	7	1	1	47	14	12	17	58	14
\$ 7,000 to \$ 7,999	\$125.89-\$141.73	7	10	1	1	12	3	5	5	15	21
\$ 8,000 to \$ 8,999	\$141.56-\$157.06	7	10	1	1	12	3	5	5	15	21
\$ 9,000 to \$ 9,999	\$156.87-\$162.94	7	10	1	1	12	3	5	5	15	21
\$10,000 to \$11,999	\$171.88-\$186.53										
\$12,000 to \$14,999	\$186.54-\$245.82										
\$15,000 to \$24,999	\$245.83-\$380.61										
\$25,000 to \$49,999	\$380.62-\$641.66										
\$50,000 or more	\$641.67 or more										
Subtotal of MF & SF Units		=47	=37	=6	=4	=83	=26	=63	=19	=103	=77
TOTALS		430		55		762		220		938	

*Inclusive of 1975, 1980, and 1985 Absolute Replacement Demands.

multi-family. Although the majority of the apartment construction in Rocky Mount has occurred over the past four years, it is expected that the multi-family construction will continue at that same rate due to the fifteen percent, multi-family deficiency estimated by developers at present. Also, increased popularity in multi-family living will allow for forty-three percent of the future dwelling units to be multi-family.

All dwelling unit demands for each income range above \$7,000 are divided forty-three percent multi-family and fifty-seven percent single-family. (Refer to Chart 47). However, the income range of \$6,000 to \$6,999, the lowest range which can afford housing expenditures without governmental subsidy, are not divided on that same percent basis. Because the lowest possible rent is \$110 and the lowest house payment is \$120, those units which fall into the range between \$110-\$120 are 100 percent multi-family. Therefore, those units demanded for the \$6,000-\$6,999 income range are proportionately distributed over that income's housing expenditure range of \$110.63 - \$126.03. Those units which fall into the range between \$110.63 and \$120 are considered 100 percent multi-family while those units occurring between \$120-\$126.03 are forty-three percent multi-family and fifty-seven percent single family.

In figuring the absolute replacement demand for the entire period between 1974 and 1985, the sum of those three years's projections was not broken down on the exact same percentage basis as was the figure for each projection year. For that single, eleven-year demand for each income range, the sum of the absolute replacement demands in each range in 1975, 1980, and 1985 was found. In that total demand of 1,213 units, 981 units requiring replacement have occupants whose combined household income is below \$5,999 while the remaining 232 units have occupants with incomes above \$6,000.

With Chart 47, it should be emphasized that both the 1975 and 1980 have two replacement demands. Those two demands are entitled the replacement demand and the absolute replacement demand. The replacement demands for 1975 and 1980 are inclusive of the projection of dilapidated units for those years, plus the number of demolitions in those one and five-year periods prior to those two dates, respectively. The absolute replacement demand for 1975 and 1980 include the fifty-five and 229 demolitions, respectively, which must be absolutely replaced. Only the absolute replacement demands excluding the replacement demands for 1975 and 1980, were added into the 1974-1985 total absolute replacement demand. The 1985 replacement demand or absolute replacement demand, which was

included in that 1974-1985 total demand, consists of the 1985 projection of dilapidated units and the number of demolitions between 1980 and 1985.

Growth Demand Within the City for Subsidized or
Modular Low-Cost Units, Single-Family, and
Multi-Family Units

In addition to the replacement demand, the growth demand constitutes a major portion of the total demand for new constructions in the City. As indicated on Chart 48, page 176, some 2,382 units are necessary to house the population growth between 1974 and 1985. Of those 2,382 units, 1,122 subsidized or modular low-cost units are demanded to house the future populations having household incomes below \$5,999. The remaining 1,260 units which are to provide shelter for those households having incomes above \$6,000 are subdivided into 613 multi-family units and 647 single-family units.

The number of subsidized or modular low-cost units, multi-family and single-family units was obtained by using the same methodology as described for Chart 47 of the replacement demand. Again, the housing expenditure of \$110 served as the minimum expenditure for a standard unit and all income ranges possessing figures below that amount were categorized into subsidized or modular low-cost units. All units of income ranges having expenditures above \$110 were subdivided into forty-three percent multi-family and fifty-seven percent single-family with the exception of the \$6,000 - \$6,999 income range. As explained earlier, that income range has a higher percentage of multi-family units than those ranges above \$7,000.

Total Demand for New Constructions Within
the City for Subsidized or Modular Low-Cost
Units, Single-Family, and Multi-Family Units

Through a combination of the six charts which have been explained in this section, Chart 49 of the total demand for new constructions within the City is ultimately obtained. The number of new constructions necessary in each income range by 1975, 1980, and 1985 on Chart 49 is the sum of the corresponding columns in the Replacement and Growth Demands on Charts 47 and 48. In addition to finding the sum of the two demands, Chart 49 also includes an additional five percent increase to the total 1974-1985 multi-family and single-family units. That increase was applied as a safety factor to ensure that the housing demands of the City are met.

CHART 48

GROWTH DEMAND WITHIN THE CITY
FOR SUBSIDIZED OR MODULAR LOW-COST UNITS,
SINGLE-FAMILY, AND MULTI-FAMILY UNITS

INCOME RANGES OF HOUSEHOLDS	AMOUNT OF INCOMES EXPENDIBLE MONTHLY TOWARD HOUSING	1975		1980		1985		1974-1985	
		UNITS FOR GROWTH BETWEEN 1974-75 (40,600-39,500= 1,100÷2.77=397)		UNITS FOR GROWTH BETWEEN 1975-80 (43,700-40,600 3,100÷2.77=1,119)		UNITS FOR GROWTH BETWEEN 1980-85 (46,100-43,700= 2,400÷2.77=866)		TOTAL NUMBER OF UNITS NECESSARY FOR GROWTH (46,100-39,500= 6,600÷2.77=2,382)	
Number of subsidized or modular low-cost units									
Less than \$1,000	Less than \$19.62	29		83		63		175	
\$ \$ 1,000 to \$ 1,999	\$ 19.62 - \$ 39.21	37		105		81		223	
\$ \$ 2,000 to \$ 2,999	\$ 39.23 - \$ 58.20	25		69		54		148	
\$ \$ 3,000 to \$ 3,999	\$ 58.22 - \$ 77.19	28		78		60		166	
\$ \$ 4,000 to \$ 4,999	\$ 77.21 - \$ 93.99	34		97		75		206	
\$ \$ 5,000 to \$ 5,999	\$ 94.01 - \$110.19	34		96		74		204	
Subtotal of subsidized or modular low-cost units =187				=528		=407		=1,122	
Number of Multi-Family & Single-Family									
\$ \$ 6,000 to \$ 6,999	\$110.63 - \$126.30	26	6	73	18	57	14	156	38
\$ \$ 7,000 to \$ 7,999	\$125.89 - \$141.73	11	14	31	40	24	31	66	85
\$ \$ 8,000 to \$ 8,999	\$141.56 - \$157.06	10	14	28	38	22	29	60	81
\$ \$ 9,000 to \$ 9,999	\$156.87 - \$172.04	7	13	24	32	18	25	49	70
\$ \$10,000 to \$11,999	\$171.88 - \$186.53	17	23	49	64	37	50	103	137
\$ \$12,000 to \$14,999	\$186.54 - \$245.82	15	19	41	55	32	43	88	117
\$ \$15,000 to \$24,999	\$245.83 - \$380.61	11	15	31	42	25	32	67	89
\$ \$25,000 to \$49,999	\$380.62 - \$641.66	3	4	9	11	7	9	19	24
\$ \$50,000 or more	\$641.67 or more	1	1	2	3	2	2	5	6
Subtotal of Multi-Family & Single-Family units=101		=109		=288		=224		=613	
Subtotal of Multi-Family & Single-Family units=101		=109		=288		=224		=613	
TOTALS		397		1,119		866		2,382	

The number of newly constructed units necessary between 1974 and 1985 are as follows: by 1975, 452 units; by 1980, 1,339 units; and by 1985, 1,804 units. The number of units for each of those three years is exclusive of the number of units of the preceding projection year. The sum of those three years demands is the total demand for the 1974-1985 period. With the five percent safety factor applied to the multi-family and single-family units, that total demand for new constructions between 1974 and 1985 becomes 3,665.

As indicated on Chart 49, a considerable portion of the future dwelling unit demands will lie in the low-income ranges. For example, 57.38 percent or 2,103 units of the future housing supply are categorized as subsidized or modular low-cost units which will in all probability be occupied by households having incomes less than \$5,999.* That low-income housing figure surpasses the 1,562 units which will be necessary for the middle- and upper-income ranges.

Another important characteristic of the housing projections is that 49.8 percent of the affordable housing units in the future will be multi-family. Although the initial impact of that figure is that it is high, it is entirely feasible because of several factors. First, as described earlier in this text, past building permit records show that forty-three percent of the residential construction over the past four years has been multi-family. Secondly, with the fifteen percent multi-family deficiency presently estimated by most local developers, the housing market can expect that deficit to be met over the next eleven years. Thirdly, with the price of homes beyond the reach of many families and changes in the conventional attitude of owning a home, it is expected that the multi-family projections will become a reality.

In order to fulfill the demand of 3,665 newly constructed units by 1985, it will be necessary to build at a constant rate of 333 units per year. If the rate of residential construction continues as it has over the past four-year period between April 1, 1970 to March 31, 1974, that demand can be easily fulfilled. According to the building permit records, 1,467 units or 367 units per year were constructed over that period. If construction continues at that same rate, the total demand of 3,665 units will be surpassed by 136.

However, if that demand were met, it would constitute the construction of 2,103 subsidized or modular low-cost units. Such construction would require a

* The figure of \$5,999, as with all income range figures used in this section, was derived from the 1970 U. S. Census and is subject to change.

CHART 49

TOTAL DEMAND FOR NEW CONSTRUCTIONS
WITHIN THE CITY FOR SUBSIDIZED OR MODULAR
LOW-COST UNITS, SINGLE-FAMILY, AND MULTI-FAMILY UNITS

INCOME RANGES OF HOUSEHOLDS	AMOUNT OF INCOMES EXPENDIBLE MONTHLY TOWARD HOUSING	1975		1980		1985		1974-1985	
		# OF NEWLY CONSTRUCTED UNITS NECESSARY 1974-1975	# OF NEWLY CONSTRUCTED UNITS NECESSARY 1975-1980	# OF NEWLY CONSTRUCTED UNITS NECESSARY 1980-1985	# OF NEWLY CONSTRUCTED UNITS NECESSARY 1974-1985	# OF NEWLY CONSTRUCTED UNITS NECESSARY 1974-1985	# OF NEWLY CONSTRUCTED UNITS NECESSARY 1974-1985		
No. of Subsidized or Modular Low-Cost Units									
Less than \$1,000	Less than \$19.62	34	104	152	290				
\$ 1,000 to \$ 1,999	\$ 19.62-\$ 39.21	50	152	280	482				
\$ 2,000 to \$ 2,999	\$ 39.23-\$ 58.20	36	111	234	381				
\$ 3,000 to \$ 3,999	\$ 58.22-\$ 77.19	32	96	132	260				
\$ 4,000 to \$ 4,999	\$ 77.21-\$ 93.99	40	122	184	346				
\$ 5,000 to \$ 5,999	\$ 94.01-\$110.19	40	121	183	344				
Subtotals of Subsidized or Modular Low-Cost Units		=232	=706	=1,165	=2,103	With 5% Safety Factor Applied			
No. of Multi-Family & Single-Family Units		MF	SF	MF	SF	MF	SF	MF	SF
\$ 6,000 to \$ 6,999	\$110.63-\$126.03	29	7	87	22	115	28	231	57
\$ 7,000 to \$ 7,999	\$125.89-\$141.73	12	15	34	45	39	52	85	112
\$ 8,000 to \$ 8,999	\$141.56-\$157.06	11	15	31	43	37	50	79	108
\$ 9,000 to \$ 9,999	\$156.87-\$172.04	8	14	27	37	33	46	65	97
\$10,000 to \$11,999	\$171.88-\$186.53	17	23	49	64	37	50	103	137
\$12,000 to \$14,999	\$186.54-\$245.82	15	19	41	55	32	43	88	117
\$15,000 to \$24,999	\$245.83-\$380.61	11	15	31	42	25	32	67	89
\$25,000 to \$49,999	\$380.62-\$641.66	3	4	9	11	7	9	19	24
\$50,000 or more	\$641.67 or more	1	1	2	3	2	2	5	6
Subtotals of Multi-Family & Single Family Units		=107	=113	=311	=322	=327	=312	=745	=747
Total of Multi- & Single-Family Units		220	633	639	1,492	1,562		3,595	
TOTALS		452	1,339	1,804	3,665				

shift from the present type of construction which caters to the middle- and upper-income families to include the low-income families as well.

Demand for Rehabilitation of Deteriorated Units

While the City can expect an increase in units for growth and the dilapidated units requiring replacement, it can expect a decrease in the number of deteriorated units, provided that those units will be repaired in the future at the same rate as in the past. According to 1970-1974 records furnished by the Inspections Department, there has been an average of 152 deteriorated units rehabilitated each year.

In order to project deteriorated units through 1985, the same methodology which was applied to obtain the number of dilapidated units was utilized. Information from past housing surveys indicate that there were 2,044 deteriorating units or 17.93 percent of the total housing supply of 11,398 units in April 1969 and 1,942 deteriorating units or 15.74 percent of the total housing supply in June, 1972. Thus, over that three-year, two-month period, the percentage of dilapidated units in relation to the total housing stock has decreased by 2.19 percent. When continuing that percentage of decrease through to the following years, the percentages of the housing supplies which are deteriorated are as follows: 1974, 14.65 percent; 1975, 13.67 percent; 1980, 10.61 percent; and 1985, 7.15 percent. From these percentages, the projected or estimated number of deteriorated units in each of those four years was obtained (Refer to Chart 50). Those projections of deteriorated units are as follows: 1974, 1,989 units; 1975, 1,918 units; 1980, 1,631 units; and 1985, 1,177 units. Through the application of the rehabilitation rate of 152 units per year to each of those projections, the numbers of units becoming deteriorated between 1974 and 1985 were obtained. Once those figures were ascertained, they were added to the 1974 estimation of 1,989 deteriorated units in order to obtain the total demand for rehabilitation of 2,824 deteriorated units between 1974 and 1985. Chart 50 explains the methodology involved in calculating that total demand.

Unlike other charts in this section, Chart 50 is not subdivided according to income ranges. This was due, in part, to the fact that the number of deteriorated units will not directly affect either the growth or replacement demands for the 1974-1985 period. Also, there was insufficient data to arrange a distribution of deteriorated units among the income ranges.

CHART 50

DEMAND FOR REHABILITATION OF DETERIORATED UNITS

1,989	Estimated number of deteriorated units in Jan. 31, 1974
-187	Number of units rehabilitated between 1974-1975
=1,802	Deteriorated units remaining to be repaired
+116	Number of units becoming deteriorated between 1974-1975
=1,918	Projected number of deteriorated units in 1975
-760	Number of units rehabilitated between 1975-1980
=1,158	Deteriorated units remaining to be repaired
+473	Number of units becoming deteriorated between 1975-1980
=1,631	Projected number of deteriorated units in 1980
-760	Number of units rehabilitated between 1980-1985
= 871	Deteriorated units remaining to be repaired
+306	Number of units becoming deteriorated between 1980-1985
=1,177	Projected number of deteriorated units in 1985

SUMMARY

In order that the future housing demands of Rocky Mount are met, a re-structuring of priorities in the housing market is necessitated. That change should occur through an increase in multi-family units and in low-income housing. Of the 3,665 new resident constructions necessary between 1974 and 1985, some 2,103 units are necessary for low-income families while 778 units are classified as multi-family units, and 784 as single family. If the construction rate continues as it has between 1970 and 1974 with an average of 367 dwelling units constructed per year, the total housing demand of the City through 1985 can be fulfilled. Also, if multi-family construction continued as it did during that same period, the demand for 778 multi-family units will be met. However, to fulfill the demand for 2,103 subsidized or modular, low-cost units, increased participation by non-profit housing groups and the encouragement of the use of federal and state housing programs is vital.

FY 1974-75 -- 1984-85 LAND DEVELOPMENT PLAN

The ultimate Land Development Plan for the planning area is depicted on Map 14. The acreages of the various land uses exceeds those projected to fulfill the demand anticipated to be generated by 1985; however, the heavy black-dotted line delineated on Map 14 encompasses the areas most likely to be developed within that decade. A few locations encompassed by that 1985 development line are very unlikely to be developed for urban purposes. Those areas are encompassed by the 1985 development line due to their situation between existing development and areas anticipated to be developed during the next ten-year period.

The FY 1974-75 -- 1984-85 Land Development Plan was developed from the basis of the following criteria:

- 1973 Thoroughfare Plan.
- Physical capabilities of the land.
- Existing and future utility lines.
- Existing and projected land use needs.
- Coordinated design concept of existing and projected land uses.

The 1973 Thoroughfare Plan served as the "skeleton" for the development of land within the planning area because accessibility to the land is the first prerequisite for initial development. Through the implementation of the Thoroughfare Plan, new land areas will be made available for various types of development. Consequently, changes in traffic patterns will directly affect the viability of existing and future development throughout the City. That impact on existing development has been taken into consideration in the projection of future land use for developed urban areas.

The physical capabilities of the land were also dominant factors in projecting uses for properties. The main physical restraints on land capabilities were the Intermediate Regional Flood Plain of the Tar River and its tributaries and areas characterized by soils of extremely poor permeability. As stated earlier, soil data was not available for the Nash County portion of the planning area. Therefore, it is noted that areas may exist within the Nash County portion of the planning area that are not acceptable for urban development due to poor permeability of the soil. All of those areas

exhibiting one or both of the above mentioned detriments to urban development should function as open space only, and under no circumstances should they be urbanized.

The function of open space per se is essential in the preservation of a high quality environment and community due to its natural air purification process through natural vegetation and aesthetic enhancement of an area's natural setting. Another utilization of open space is its function as a buffer between conflicting land uses. That technique is employed in some locations shown on Map 16 where open space has the dual function as a buffer between conflicting land uses and the maintenance of a natural floodway.

Existing and future water and sewer lines served as an essential factor in the projection of future land uses. The majority of the projected land uses are to be served by municipal utilities. Due to the normal sewage discharge and water consumption by various types of land uses, their locations have been designated in areas that will have the utility capabilities necessary to adequately serve the land uses.

In the preparation of this plan, land use needs were projected in order to provide the City insight into the magnitude and type of urban development that it can reasonably expect to occur within the next decade. Those land use needs were analyzed in the following land use categories:

- Single-family residential
- Multi-family residential
- Retail
- Wholesale
- Business service
- Industrial

Projections of other land use categories are contained in the community facility projections portion of this plan. All of the land use projections contained in Chart 51 are correlated with the city population projections on page 183.

The single-family residential land use projections were derived by multiplying the projected number of designated single-family dwelling units (Refer to Chart 48 page 176) times the median area consumed by a single-family dwelling unit in Rocky Mount which is 13,918 sq. ft. A safety factor of five percent was included in the calculation to obtain the single-family

land use projections listed in Chart 51.

CHART 51

LAND USE PROJECTIONS*

LAND USE CATEGORY	1975	1980	1985	TOTAL
Single-Family Residential	36.57	101.65	78.84	217.06
Multi-Family Residential	32.55	92.23	71.32	196.10
Retail	7.78	21.93	16.98	46.69
Business Service	12.05	33.96	26.3	72.31
Wholesale	1.71	4.82	3.74	10.27
Industrial	31.30	96.75	79.31	207.36
TOTAL	121.96	351.34	276.49	749.79

Multi-family projections were derived by establishing the present ratio of existing multi-family dwelling units per acre. That constant of 9.29 dwelling units per acre was divided into the total number of multi-family and subsidized dwelling unit projections contained in Chart 48 on page 176. A five percent safety factor was also included in the final multi-family projection.

The retail projections in Chart 51 pertain only to establishments that sell a commodity directly to the public consumer market. From Chart 6, the retail land use acreage was divided by the existing population of 39,500 as of January 1, 1974. The quotient of that procedure resulted in the establishment of the ratio of one retail acre per 148.39 persons. That ratio is assumed to remain constant since it is reflective of the local commercial market as a regional trade center. The City population projections for 1975, 1980, and 1985 were used to calculate the municipal population increases anticipated to occur within those time increments. The constant of 148.39 persons per retail acre was divided into each incremental population increase. The resulting quotients are representative of acreage demands for commercial land use and are contained in Chart 51. As in the residential land use projections, a five percent safety factor was included in the final retail projections.

Wholesale and business service land use demands were derived from the retail land use projections. Wholesale land use projections were calculated by establishing the ratio of existing wholesale land use to existing retail land use. The resulting constant of .22 wholesale acres per retail acre was

*Land use projections are in acre units.

multiplied by the retail land use projections to obtain the projections for the future wholesale land use demands as listed in Chart 51.

Business service land use projections were derived in the same manner by establishing the ratio of existing business service land use to existing retail land use. That constant of 1.549 business service acres per retail acre was multiplied by the retail land use projections to obtain projections of future business service land use demand.

Manufacturing land use projections were derived by employing the yardstick of industrial employment per peak hour to industrial land use acreage. To derive the necessary ratio to forecast industrial land use needs a survey of fifteen industrial enterprises located in the peripheral areas of the City's development was conducted to obtain the peak hour employment and land acreage of each industrial enterprise. The analysis of that survey revealed the ratio of 5.12 industrial employees per industrial acre.

The increases in the number of industrial employees by 1975, 1980, and 1985 were derived through the following mathematical process. The increases in municipal population were ascertained from the population projections for 1975, 1980, and 1985. From the analysis of current data it was noted that forty-seven percent of the municipal population is engaged in employment in the planning area. Therefore, forty-seven percent was applied to the municipal population increases projected to occur by 1975, 1980, and 1985 to obtain the numerical increases in employed people. To ascertain the percentage of those general employment increases that would be engaged in industrial operations in the planning area, the industrial employment projections for the Rocky Mount labor area contained in Chart 41 were divided by the total labor area employment projections for 1975, 1980, and 1985. The resulting percentages were applied to their respective increment increases to yield the anticipated increases in industrial employment. Then the constant of 5.13 industrial employees per acre was divided into the anticipated increases in industrial employment within the planning area. The resulting quotients plus the insertion of a five percent safety factor are the industrial acreage projections contained in Chart 51.

The final factor that was instrumental in the development of this plan was the coordination of existing and proposed land uses through functional design concepts. Throughout the Land Development Map, the various land uses have been depicted in a manner so that they compliment each other with their

projected functions. Because the Land Development Map does depict land uses that are dependent upon and compliment each other, it is imperative that those projected land uses be implemented to ensure sound land use. The Land Development Map depicts maximum land usage for the area encompassed on the map. Although agricultural land use is not designated on the map, it is a functional and desirable land use in any location provided no prolonged and detrimental environmental impact is created which would adversely affect surrounding developed areas.

It should be noted that with a few exceptions the developed areas are depicted as retaining their present functions. That premise is especially vital in the preservation and stability of the inner-city residential areas. Those areas must be adequately maintained due to the critical housing shortage and the high cost of new dwelling units. Those two factors are anticipated to be responsible for the revitalization of many inner-city residential areas and the necessity for the City to maintain residential zoning in those areas.

With a few designated exceptions, the land projected to be developed for residential purposes has not been designated as being specifically utilized for either multi-family or single-family purposes. It is not the intent of this plan to designate the majority of future residential land for development at any one density level because of evolving trends in the housing industry and contemporary social attitudes. In the implementation of this plan, the residential densities of an area should be based on utility capabilities, traffic capacities, physical characteristics of the site, and the provision of adequate light and air as well as the general welfare of the public.

The spatial distribution of neighborhood shopping centers is important because those areas are depicted in a manner to provide adequate goods and services to surrounding residential areas without destroying the neighborhood atmosphere. Furthermore, those future commercial areas are depicted as nodal developments, consolidated shopping areas, which will serve the community more efficiently and promote economic viability for business establishments in those areas through the consolidation of consumer services. The plan also provides latitude for business expansion in and around the Central Business District.

Industrial land uses are depicted in areas which have the potential to support industrial operations by virtue of accessibility to main water and

sewer lines and major arterials. They are also depicted in areas that will not significantly conflict with existing or proposed contiguous developments.

Land Use Problem Areas

In the preparation of this Land Development Plan, the following areas have been identified as areas of critical concern to their future development, function, and impact on the City as a whole:

- The Tar River and Stony Creek Flood Plains
- Sunset-West Thomas Street Corridor
- Central Business District
- Red Row-Seaboard Coast Line Railroad Main Track Residential Area
- Stony Creek Outfall Corridor
- Proposed I-95 Interchange
- Landfill area
- Proposed U.S. Highway 64 Bypass
- Regional Sewage Treatment Plant Area
- N.C. Highway 43 and U.S. Highway 301 Interchange
- Winstead Avenue Extension and U.S. Highway 64 Bypass Interchange
- Cokey Swamp Drainage Basin
- West Mount Drive Corridor

The Tar River and Stony Creek Flood Plains

Areas within the Tar River and Stony Creek Flood Plains have experienced increasing urban development over the past few years. Those flood plains noted above and the flood plains of the tributaries in Edgecombe County are depicted on Map 3. The ever-present threat of the inundation of those areas combined with the wet composition of the majority of the flood plain soils have deterred urban development until recent years. Because of the rising cost of subdivision development, general inflation, comparative low cost of flood plain land, and a limited amount of undeveloped land having access to municipal utilities, the economic pressures have initiated an interest in the development of land within the flood plains.

Development in a flood plain is injurious to the public's general welfare. Obviously, development within a flood plain is jeopardized by the susceptibility to inundation resulting in personal property damage, damage to

public utilities, and possible loss of life. Extensive development in a flood plain will cause the displacement of flood waters due to the consumption of open space within the natural floodway. That displacement of water results in the ill effects of a flood being dispersed over a wider area, thus, inflicting damage upon areas that would not normally be disturbed by flood waters.

Contrastingly and in addition to serving as a natural floodway, flood plains not developed for urban purposes provide the community with aesthetic open spaces which may be utilized in productive capacities such as forestry, agricultural production, and a limited number of acceptable open space commercial uses of the land. A natural floodway always serves a purpose in contrast to developed flood plains that inevitably result in loss of property to individual owners and unnecessary expense to the general public. Therefore, it is evident that the City needs to adopt a flood plain ordinance to regulate development of flood plains within the planning area.

Sunset - West Thomas Street Corridor

The Sunset-West Thomas Street Corridor over the past fourteen years has been the focal point of development in the City. This corridor extends from Church street in the Central Business District to the current extraterritorial planning jurisdiction boundary located near the intersection of U.S. Highway 64 Business and the proposed route of U.S. Interstate 95. During the course of the past several years, development interests have attempted to convert residential and vacant land uses along this corridor into commercial land uses. The following factors should be seriously considered prior to any changes in the existing land use controls.

There are two main reasons why nonresidential and high traffic volume generating land uses would have a negative impact on the property located in proximity to this arterial and the City as a whole. The arterials of Sunset Avenue and West Thomas Street serve as the major access routes for traffic in the western portion of the City. Present traffic volumes on Sunset Avenue are rapidly approaching the maximum daily capacity of the bottleneck segment of Sunset Avenue between the Tar River and the arterial's junction with U.S. Highway 301. Intense commercialization along this corridor would generate additional traffic volumes which would result in the congestion of that bottleneck section of the arterial, thereby, restricting the flow of east-west

traffic throughout the City. Secondly, rapidly increasing housing costs and the present shortage of standard dwelling units within the Rocky Mount area are sound reasons for retaining the residential character of the arterials. Existing residential land use and the proposed low traffic volume generating land uses along most points on the arterials are fulfilling definite needs of the community and also tend to maximize the carrying capacity of those arteries. The Land Development Map depicts a development of land uses which will promote and maintain the high quality of an orderly integration of commercial, office, and residential land uses, thereby, ensuring the sound utilization of land and a beneficial environment for the public welfare.

Central Business District

The future function of the Central Business District is of vital concern because of its impact on the City's established traffic circulation patterns, the utilization of land within the CBD and the economic structure of the downtown area. Planning district one, in addition to the two city blocks located adjacent to the SCL Railroad main line and between Thomas Street and Goldleaf Street, constitute the CBD. During the past decade the gradual decline of the CBD as a major retail center has been evident. The amenities of goods and services and convenience of recently developed shopping centers have been partially responsible for the CBD's decline. Other factors which have shared that responsibility are congested and poor traffic circulation, inadequate parking, negative aesthetic aspect of the CBD, and the poor spatial arrangement of the downtown business establishments.

A critical point in time for the Central Business District exists due to the pending development of a major shopping center which threatens to lure the major remaining retail enterprises from their downtown locations. If this proposed regional shopping center becomes a reality, the loss of those major retail enterprises will definitely undermine the sagging rôle of the CBD as a significant commercial center. Although the Land Development Map depicts the CBD as being a predominantly retail land use, it is very probable that the CBD will assume the function of an office and institutional center with supporting retail enterprises intermixed. That function appears to be the only feasible alternative left, if the three remaining major retail chain enterprises leave the downtown area. The primary actions that could be taken

THOROUGHFARE PLAN 1978-1998

MAP 12

THOROUGHFARES

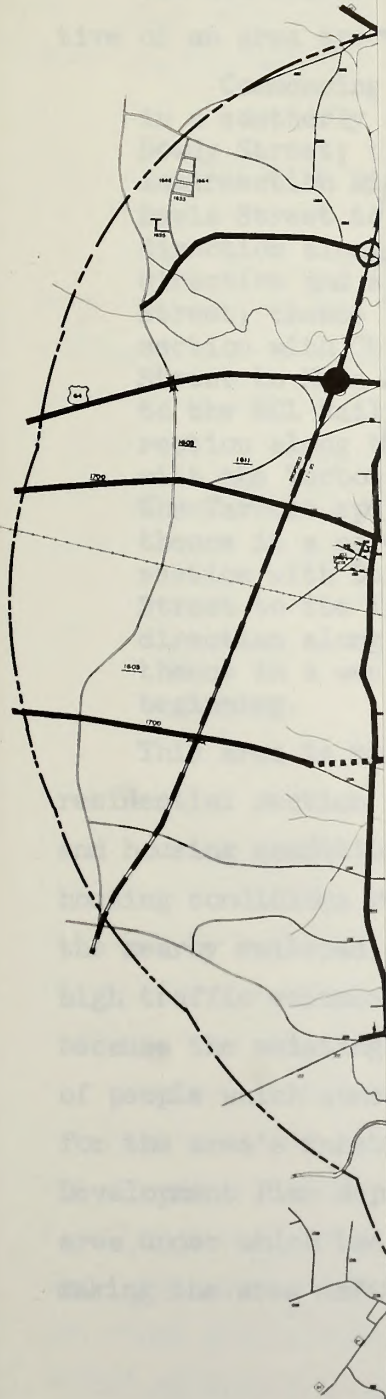
FREEWAYS

MAJOR

MINOR

INTERCHANGE

GRADE SEPARATION



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MAP 12

THOROUGHFARE PLAN 1975 - 1995

THOROUGHFARES

FREEWAYS

MAJOR

MINOR

INTERCHANGE

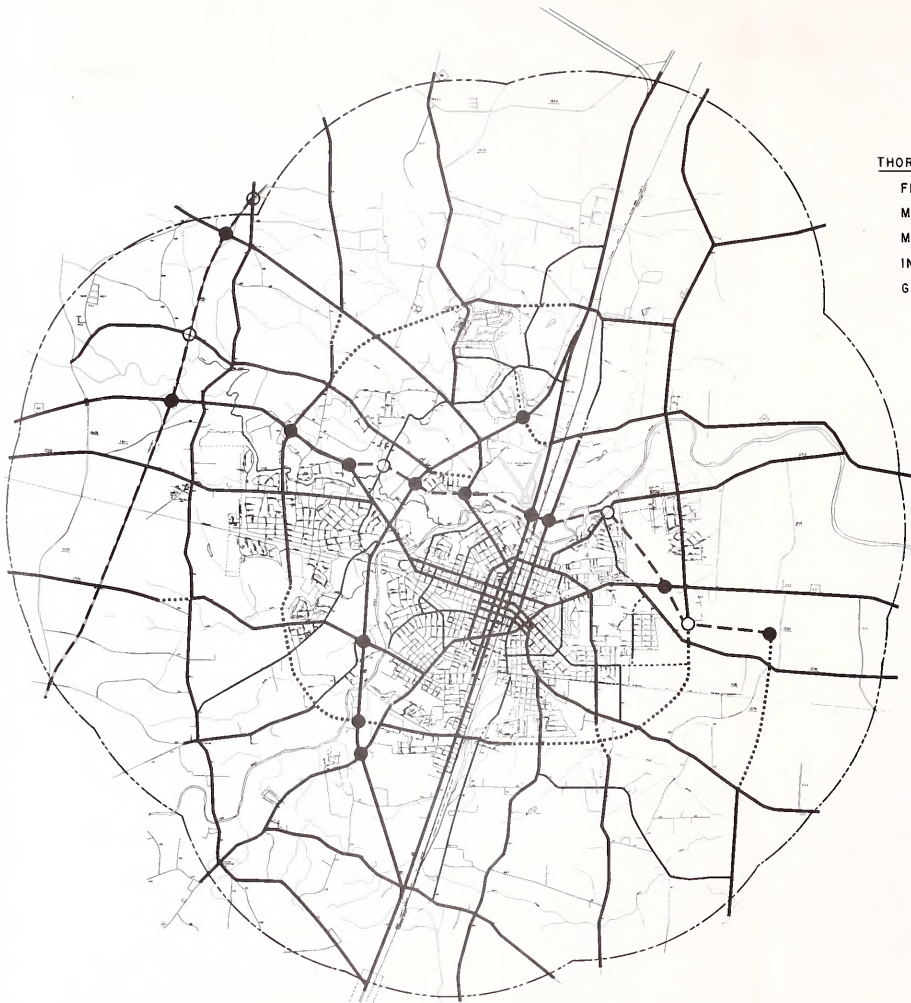
GRADE SEPARATION

EXISTING

PROPOSED

●

○



N



CITY OF ROCKY MOUNT

SCALE: 1" = 1000'

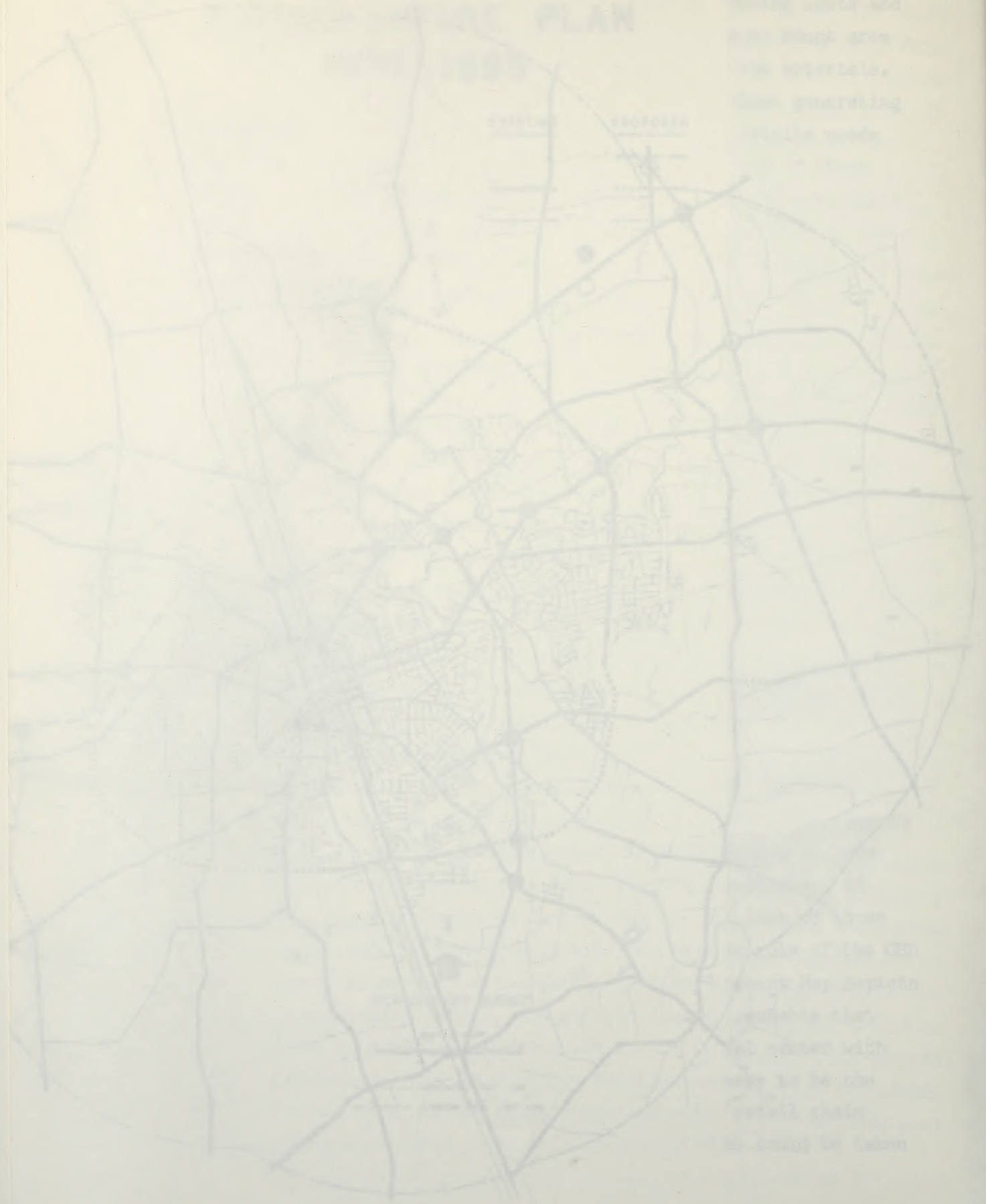


----- CORPORATE LIMIT LINE

----- PLANNING AREA LIMIT LINE

7-27-50 - 1950 PLAN

This plan shows
 the proposed
 and existing
 roads and
 bridges in the
 area.



This plan shows
 the proposed
 and existing
 roads and
 bridges in the
 area.

to revitalize the CBD for retail purposes are (1) a major urban renewal project which is very unlikely to occur under existing federal guidelines and programs or (2) an urban renewal project financed by local public and private funds.

Red Row - Seaboard Coast Line Railroad
Main Track Residential Area

The Red Row-Seaboard Coast Line deteriorated residential area is descriptive of an area specifically delineated by the following boundary description:

Commencing at the intersection of Bassett and Church Streets; thence in a southerly direction along Church Street to its intersection with Dowdy Street; thence in a westerly direction along Dowdy Street to its intersection with Davis Street; thence in a southerly direction along Davis Street to its intersection with Cleo Street; thence in a westerly direction along Cleo Street to its termination; thence in a due south direction and across Smith Street approximately 450 feet to Leonard Street; thence in an easterly direction along Leonard Street to its intersection with Church Street; thence in a southerly direction along Church Street to Munn Street; thence in an easterly direction along Munn Street to the SCL Railroad main line right-of-way; thence in a northerly direction along the SCL Railroad main line right-of-way to its intersection with the Tarboro spur track line; thence in an easterly direction along the Tarboro spur track line to its intersection with Arlington Street; thence in a northerly direction along Arlington Street to its intersection with Dunn Street; thence in a westerly direction along Dunn Street to its intersection with Washington Street; thence in a northerly direction along Washington Street to its intersection with Bassett Street; thence in a westerly direction along Bassett Street to the point of beginning.

This area is noted as a problem area because it represents the worst residential section in the City relative to the quality of the environment and housing conditions. The degraded residential environment and blighted housing conditions result primarily from the negative influences emitted from the nearby railroad activities, intermingled commercial establishments, and high traffic volumes utilizing Church Street. This area is of major concern because the existing conditions lower the standard of living for a number of people which consequentially results in numerous sociological problems for the area's inhabitants as well as for the City. Therefore, the Land Development Plan depicts non-residential land uses for that portion of the area under which the prevailing blighting influences will continue and, thus making the area unfit for residential land use.

Stony Creek Outfall Corridor

The Stony Creek outfall corridor consists of the land situated west of the present terminus of that drainage basin's sewer outfall line which is located in the northeast corner of the Stony Creek-U.S. Highway 64 Bypass intersection. The area in question extends from that line's terminus along the Stony Creek basin in a westerly direction to its intersection with S.R. 1603. Development within this area is anticipated to occur because of the sewer line extension to the site of the new Nash Technical Institute on S.R. 1603 and proximity of the area to the proposed route of U.S. Interstate 95. In order to achieve maximum utilization of the sewer line and adjacent major thoroughfares and coordination of land development from comprehensive city-county perspective, it is of critical importance that this corridor be developed as depicted on Map 14. The impact of the implementation of the projected land uses in the area will be beneficial to the region by virtue of spatial allocation of attractive industrial sites which consequently will promote the economic viability of the region. As depicted on Map 14, areas to the north of Stony Creek are projected to be developed for residential purposes. The preservation of a natural forested buffer within the Stony Creek flood plain will serve to ensure compatibility between the abutting residential and industrial land uses.

Proposed I-95 Interchange

The immediate area surrounding the proposed interchange of U.S. Highway 64 Bypass and U.S. Interstate 95 should be developed as depicted on the Land Development Map. The land in the northwest and southwest quadrants of that interchange should be developed for industrial purposes because of future access to adequate utilities, proximity to two major transportation routes and, most importantly, adequate access to those routes of U.S. I-95 and U.S. Highway 64. Access to those routes major routes is the key to the development of this area. Access from the two western quadrants of the U.S. I-95/U.S. Highway 64 Bypass interchange to those thoroughfares will be possible by service road access onto S.R. 1603. Direct ingress and egress from the western quadrants to either U.S. I-95 or U.S. Highway 64 Bypass should be prohibited.

The lack of direct and adequate access from the southeast and northeast

quadrant locations to U.S. I-95 and U.S. Highway 64 Bypass is the main reason for the projection of non-industrial or non-commercial land uses in these two quadrants. Secondly, industrial or commercial development within those areas would generate undesirable traffic volumes in proximity to the large residential developments of Tallowicke Village, Brook Valley and the Candlewood Subdivision. There are also existing, low-density residential developments within each of those eastern quadrants which would be adversely affected by industrial or commercial land uses.

Landfill Area

As noted in the Community Facilities Analysis, the present landfill will have to be abandoned within four and one-half to five years due to maximum consumption. Because of the unconsolidated composition of the substrata, development having any significant weight should be avoided upon the site. A productive use of the land would be an open space use such as pasture land, tree farm, etc. For that reason, the landfill site is projected as open space.

Proposed U. S. Highway 64 Bypass

The U.S. Highway 64 Bypass through Rocky Mount will have a very significant impact upon the City as a whole. The route of the bypass is depicted on Map 12. The impact of the bypass will be most evident from its effect on traffic volumes on existing routes. Although nearly all of the traffic projections for 1995 show increases on existing arterials, the bypass is expected to accommodate a significant percentage of the vehicular traffic that would otherwise utilize existing east-west routes through the City.

Caution should be exercised in the development of land uses adjacent to the bypass route. Those abutting land uses serve in the following capacities. The projected open space land use adjacent to the proposed bypass constitutes a buffer zone between the existing development and the proposed thoroughfare. That open space also acts to preserve the natural floodways of the Tar River and Stony Creek. The other projected abutting land uses act to minimize the impact of that bypass in an effort to prevent significant disruption within the established areas. Any deviation from the projected land uses in proxi-

mity to the route of the bypass is likely to result in blighting influences on adjacent properties and minimization of the function of the bypass per se.

Regional Sewage Treatment Plant Area

The new regional sewage treatment plant to be constructed near the intersection of N.C. Highway 97 and S.R. 1406 will have the impact of doubling the existing sewage treatment capacity of the City. That new capability will provide the utility service enabling the development of extensive additional land acreage. Due to the federal regulations such as open space buffers governing the construction of the facility, the unavoidable negative aspects of a sewage treatment facility, and the impermeable nature of some of the soil in the general area, caution should be exercised in the development of land in proximity to the site. Therefore, open space land use has been projected for the surrounding area due to the factors noted in the preceding sentence. Strict adherence to an enforcement of adopted land use plans and policies is necessary in order to achieve future maximum utilization of this facility, thereby, capitalizing on its ability to serve the City of Rocky Mount and the Counties of Edgecombe and Nash.

N. C. Highway 43 and U. S. Highway 301 Interchange

The property surrounding the interchange of N.C. Highway 43 and U.S. Highway 301 is currently the center of significant development interests. Preliminary plans indicate the following developments within the four quadrants of the interchange:

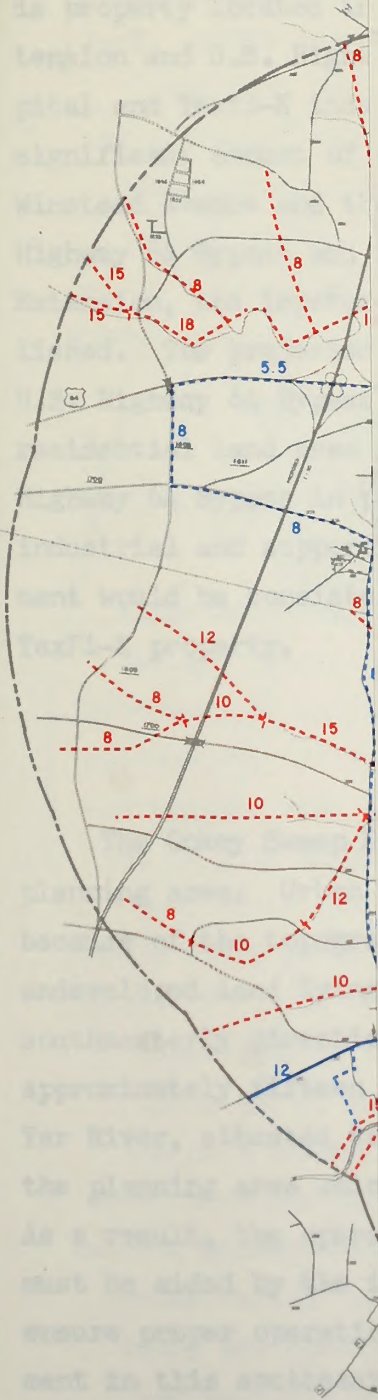
- A regional shopping center consuming approximately sixty acres of land.
- A small secondary shopping complex.
- A large multi-family complex with some land devoted to neighborhood shopping facilities.
- The subdivision of land for industrial purposes.

The activities and traffic which will be generated by those developments will present problems if the four quadrants are developed in an uncoordinated manner. The major concern of the City is the efficient flow of traffic in and around the interchange. Primarily consisting of a three-quarter circumferential street, a functional design for the coordinated development of those four quadrants has been developed independently of this plan. The pro-

WATER & SEWER PLAN

MAP 13

EXISTING WATER LINES WITH A FLOW CAPACITY OF
TWO OR MILLION GALLONS PER DAY
PROPOSED WATER LINES WITH A FLOW CAPACITY OF
TWO OR MILLION GALLONS PER DAY
EXISTING SEWER LINES WITH A FLOW CAPACITY OF
TWO OR MILLION GALLONS PER DAY



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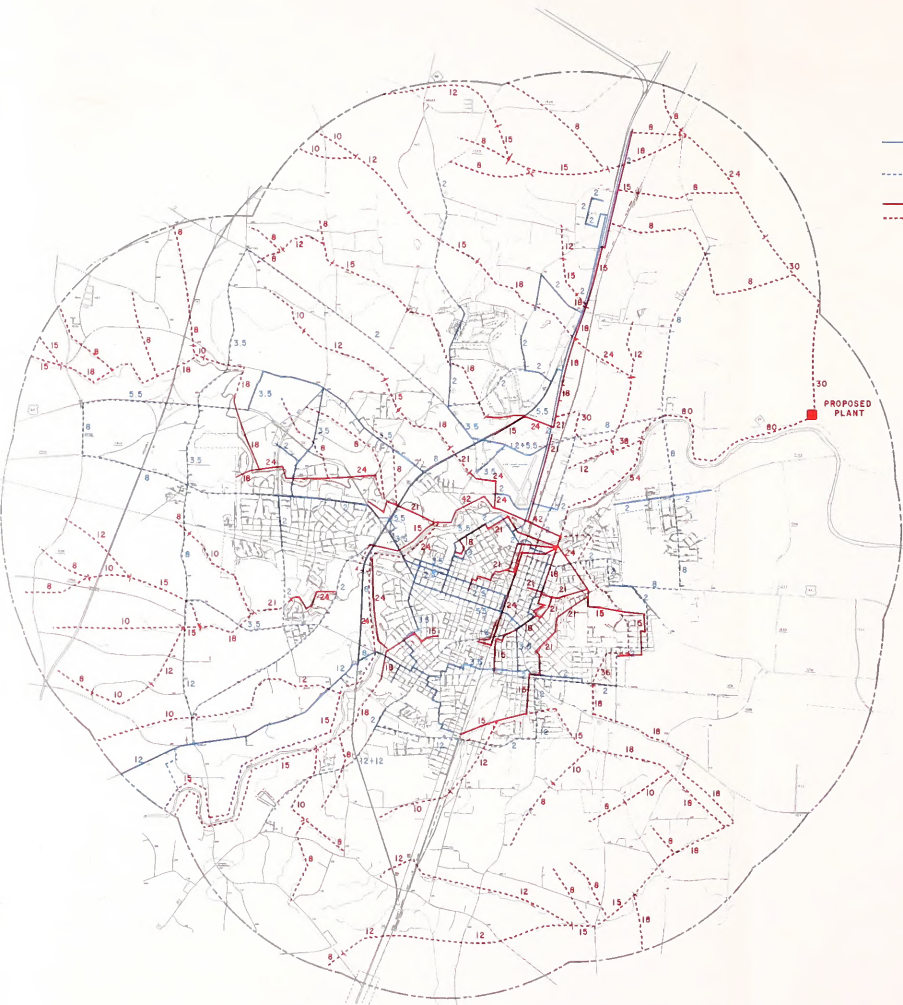
- A regional shopping center consuming approximately sixty acres of land.
- A small secondary shopping complex.
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WATER & SEWER PLAN

- EXISTING WATER LINES WITH A FLOW CAPACITY OF TWO OR MILLION GALLONS PER DAY
- - - PROPOSED WATER LINES WITH A FLOW CAPACITY OF TWO OR MILLION GALLONS PER DAY
- EXISTING SEWER LINES 15" OR GREATER IN DIA.
- - - PROPOSED SEWER OUTFALLS



CITY OF ROCKY HOBBS

SCALE: 1" = 2000'

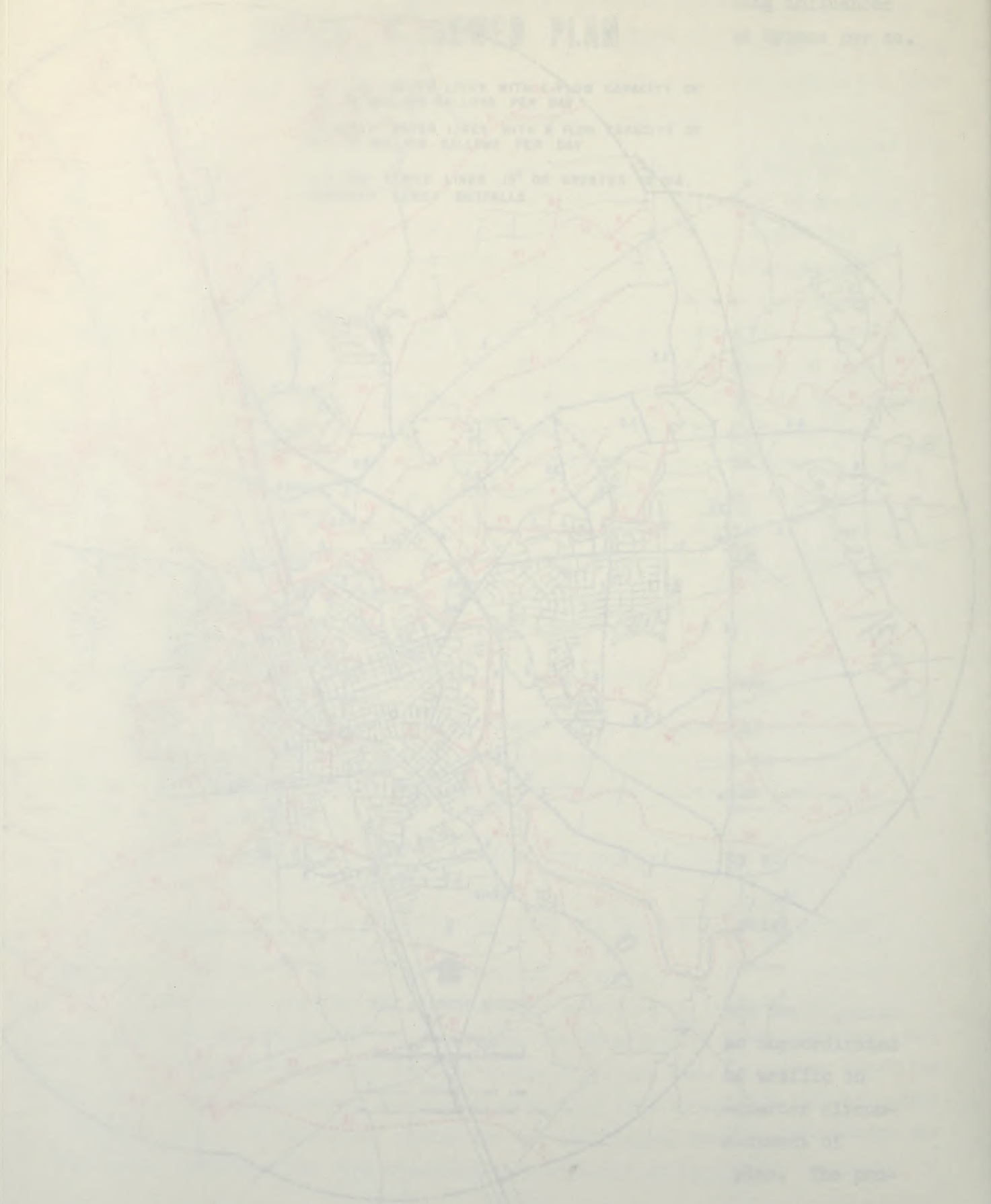


- - - CORPORATE LIMIT LINE
- PLANNED AREA LIMIT LINE

CONCEPT PLAN

Map Influences
of Urban Form

1. WATER LINES WITHIN-PLAN CAPACITY OF
4 MILLION GALLONS PER DAY
2. SEWER LINES WITH A FLOW CAPACITY OF
2 MILLION GALLONS PER DAY
3. THE POWER LINES IN AN URBAN FORM
4. THE POWER LINES OUTFALLS



an integrated
of traffic in
urban circum-
stances of
plan. The pro-

jected land uses for this area and the proposed street design for the area are depicted on Map 14.

Winstead Avenue Extension and U.S. Highway 64 Bypass Interchange

Another area anticipated to be the setting of significant development is property located in proximity to the interchange of Winstead Avenue Extension and U.S. Highway 64 Bypass. The existence of the Nash General Hospital and Texfi-K industrial plant in that location presently generate a significant amount of traffic. With the completion of the extension of Winstead Avenue and the construction of a service road paralleling U.S. Highway 64 Bypass and connecting the Texfi-K plant with Winstead Avenue Extension, the impetus for further development in the area will be established. The projected O-I (office and institutional) land use south of U.S. Highway 64 Bypass will serve as a buffer between the interchange and residential land uses to the south. Property on the northern side of U.S. Highway 64 Bypass in proximity to the interchange should be developed for industrial and supporting business service purposes. That type of development would be consistent with the existing industrial land use of the TexFi-K property.

Cokey Swamp Drainage Basin

The Cokey Swamp Drainage Basin constitutes the southeast portion of the planning area. Urban development has been slow in evolving within this area because of the topographic characteristics of the area. Nearly all of the undeveloped land lying south of the SCL Railroad Tarboro spur line drains in a southeasterly direction into Cokey Swamp which merges with the Tar River approximately fifteen miles downstream. Cokey Swamp drains away from the Tar River, situated to the north, unlike the remaining drainage systems within the planning area which drain into the River in close proximity to the City. As a result, the operation of a system of sewer lines in the Cokey Swamp area must be aided by the installation of pump stations at strategic locations to ensure proper operation of the utility. The magnitude of additional development in this southeast portion will be comparatively nominal until extensions to the Cokey Swamp outfall line and additional pump stations are installed.

Therefore, it is anticipated that the area will retain its present level of development during the next decade.

West Mount Drive Corridor

The West Mount Drive (S.R. 1717) corridor is the main route connecting the western portion of the City with the City's reservoir to the south. That road is currently being expanded into a four-lane arterial with curb and gutter. The improvement to the existing road and the projected increases in traffic are anticipated to constitute an impetus for additional development along that arterial. Caution should be exercised to ensure implementation of the projected land uses because they are designed to achieve maximum utilization of the land and future utilities and to coordinate existing and future land uses.

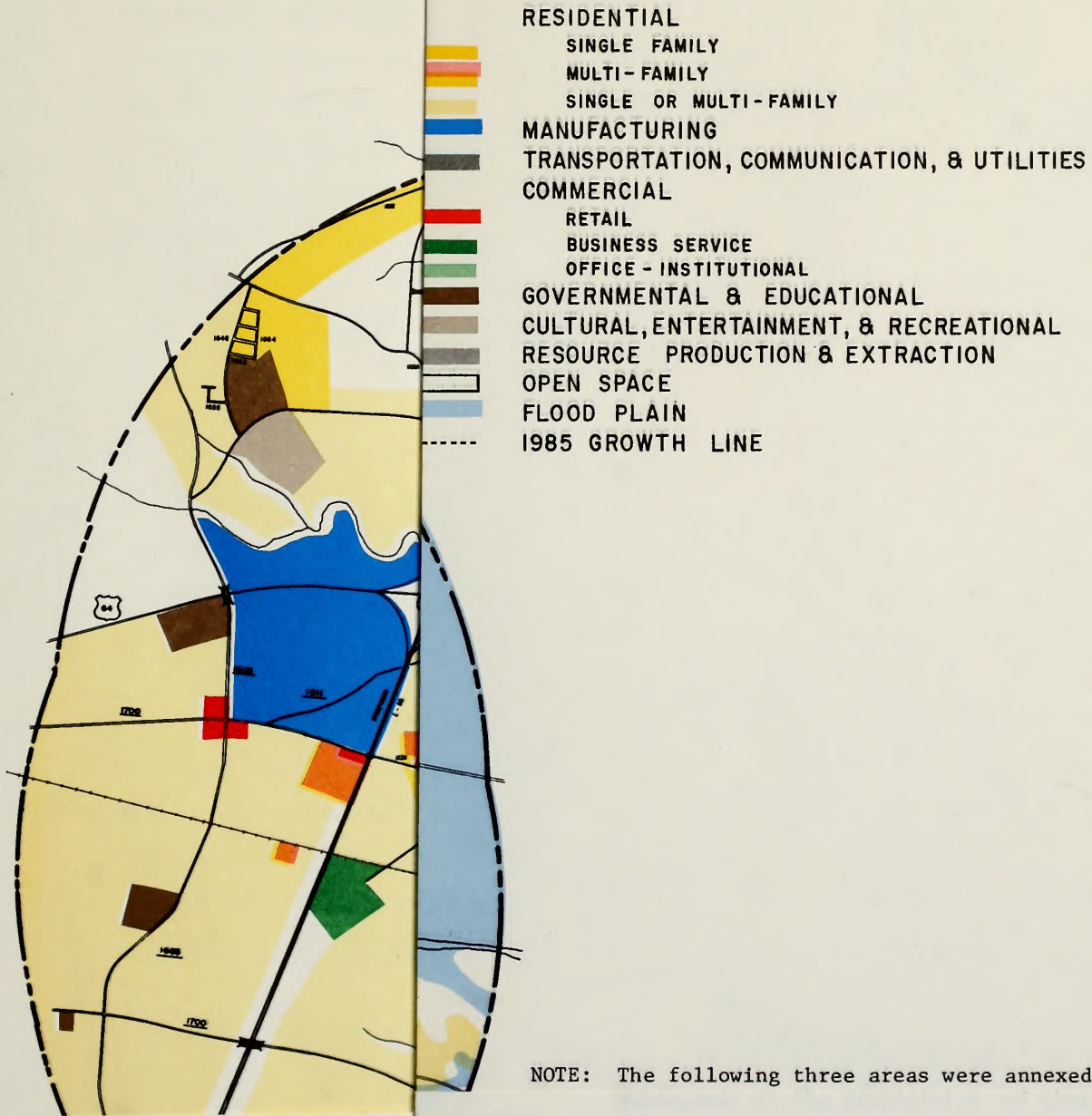
SUMMARY

This Land Development Plan is the broad comprehensive basis from which a portrayal of the total development of the area may be visualized. By establishing anticipated population levels and projected locations of commercial, industrial, and residential development, the basis is set for the preparation of other specific plans such as a Capital Improvements Plan, Park and Recreation Facility Development Plan, etc. Because those future plans will be developed from the concepts and projections contained herein, the sites projected for the development of community facilities in forthcoming plans should not be viewed as being in conflict with this Land Development Plan. Therefore, any site depicted for the development of a proposal outlined in any future adopted plan shall constitute a refinement of and an addition to the plan.

The general implementation of this 1975-1985 Land Development Plan and the degree of the plan's success toward accomplishing its goal and objectives depend upon the public advocacy and the support in the decision-making process of the City Administration, Planning Board, and City Council. Strict adherence to the land use projections is strongly encouraged to ensure the sound and prosperous development of the City. Thus, because of the critical importance of the implementation of this coordinated plan, it is recommended with the formal adoption of this 1975-1985 Land Development Plan that before

MAP 14

1975 - 1985 LAND DEVELOPMENT PLAN



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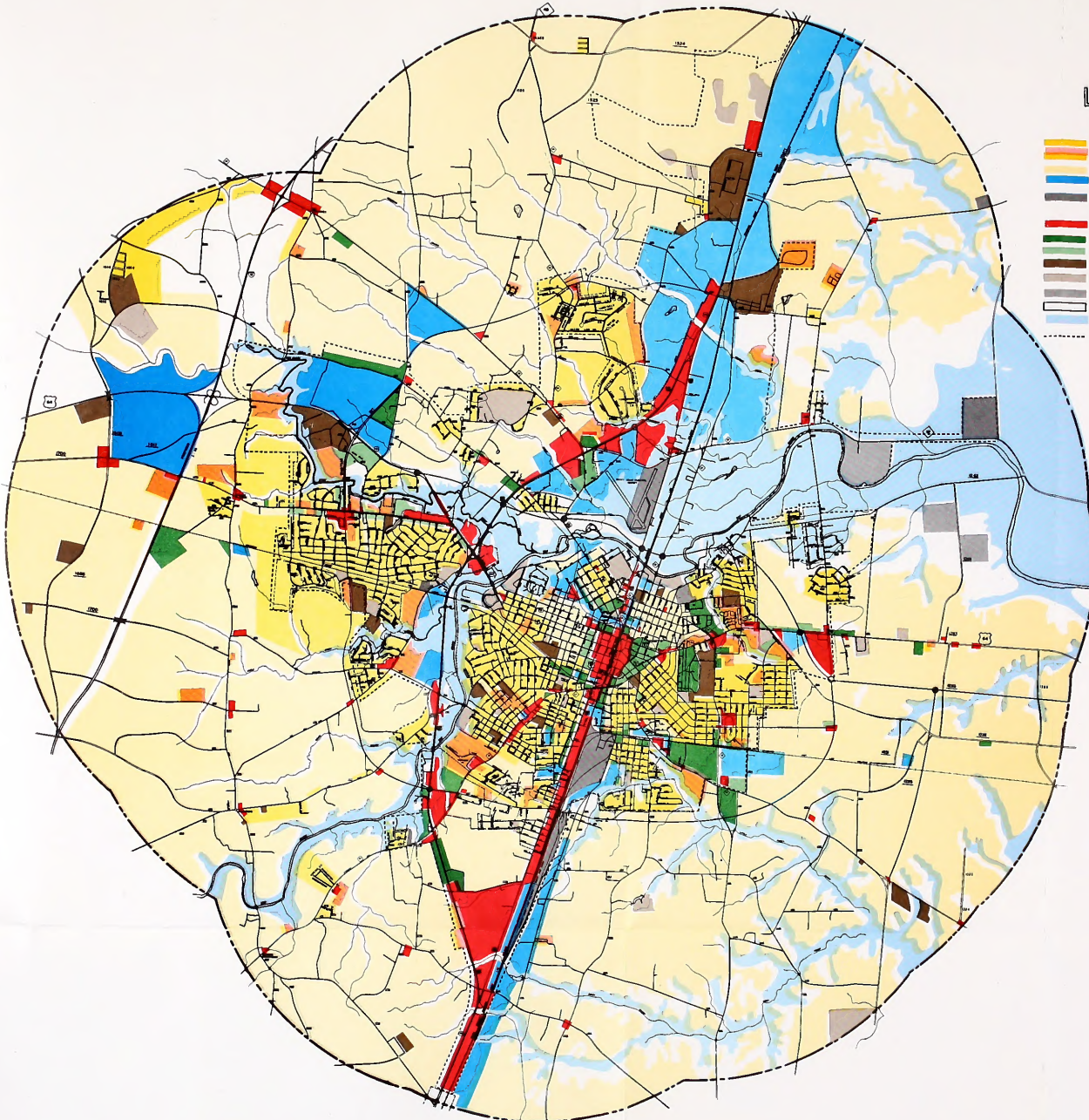
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MAP 14

1975 - 1985

LAND DEVELOPMENT PLAN

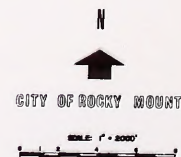
- RESIDENTIAL
 - SINGLE FAMILY
 - MULTI-FAMILY
 - SINGLE OR MULTI-FAMILY
- MANUFACTURING
- TRANSPORTATION, COMMUNICATION, & UTILITIES
- COMMERCIAL
- RETAIL
- BUSINESS SERVICE
- OFFICE-INSTITUTIONAL
- GOVERNMENTAL & EDUCATIONAL
- CULTURAL, ENTERTAINMENT, & RECREATIONAL
- RESOURCE PRODUCTION & EXTRACTION
- OPEN SPACE
- FLOOD PLAIN
- 1985 GROWTH LINE

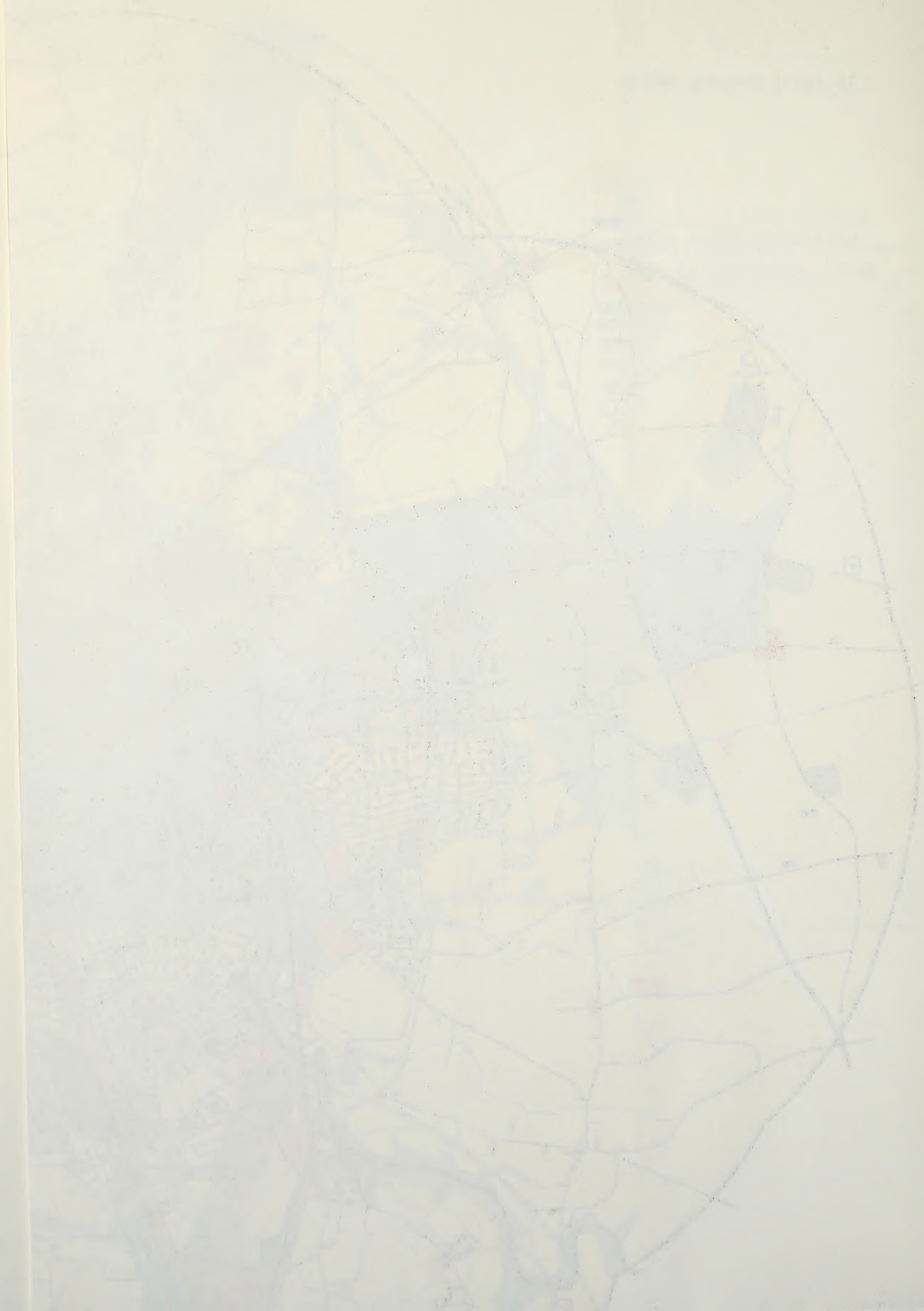


NOTE: The following three areas were annexed subsequent to the preparation of this map for publication:

- Belmont Farms - 877 acres
- Property adjacent to Cokey Road - 27.04 acres
- Portion of Fox Run Subdivision- 23.52 acres

Those annexations do not constitute any conflicts with the projected land uses for those areas.





any deviation from the projected land uses contained herein are officially executed, an amendment to the plan shall precede such action in order to maintain a workable planning document.

The projections for the various community facilities are contained within the population projections for the City and areas anticipated to be within the City's corporate limits during the next ten years. Those community facilities projections contained herein should serve as the basis for the preparation of coordinated and detailed plans for each specific type of community facility. The preparation and implementation of those future plans will result in the sound and efficient development of areas which will be undertaken in the next decade.

SEWERAGE AND WATER UTILITIES PROJECTIONS

The extension of future sewerage and water lines is anticipated to occur within most of the areas encompassed by the heavy dashed lines on Map 1A. These utility extensions will be coordinated with the proposed lines depicted on Map 1B due to technical and geographical reasons. It is not expected that the extension of water utility lines alone will initiate urban development along all locations of those extensions because of the dispersed agricultural, industrial and other concentration of development interests in limited sections of the planning area. However, it is noted that accessibility to water and sewer lines increases the development potential of undeveloped, and, therefore, the majority of utility extensions are expected to result in the urban development of nearby properties.

During the next decade, sewerage extensions are expected to occur in the following subsections and areas:

- | | |
|----------------------|---------------------|
| —Cypress Creek Basin | —Lower Branch Basin |
| —Horse Branch Basin | —Covey Creek Basin |
| —Horse Branch Basin | —Apple Creek Basin |
| —Indian Branch Basin | |
- From the location of an existing main in proximity to Indian Branch along the far River in an upstream direction to the full air condensation.

The extension of main water and sewerage systems with sewerage extensions. Therefore, trunk water line extensions are anticipated to occur in the following areas:

COMMUNITY FACILITIES PROJECTIONS

The projections for the various community facilities are correlated with the population projections for the City and areas anticipated to be within the City's corporate limits during the next ten years. Those community facilities projections contained herein should serve as the basis for the preparation of coordinated and detailed plans for each specific type of community facility. The preparation and implementation of those future plans will result in the sound and efficient development of areas which will be urbanized in the next decade.

Sewerage and Water Utilities Projections

The extension of future sewerage and water lines is anticipated to occur within most of the areas encompassed by the heavy black-dotted line on Map 14. Those utility extensions will be consistent with the proposed lines depicted on Map 13 due to technical and topographical reasons. It is not expected that the extension of major utility lines alone will initiate urban development along all locations of those extensions because of the deep-rooted agricultural interest and the concentration of development interests in limited sections of the planning area. However, it is noted that accessibility to water and sewer lines increases the development potential of contiguous land; and, therefore, the majority of utility extensions are expected to result in the urban development of nearby properties.

During the next decade, sewerage extensions are expected to occur in the following subbasins and areas:

- | | |
|-------------------------|--|
| --Compass Creek Basin | --Goose Branch Basin |
| --Beech Branch Basin | --Stony Creek Basin |
| --Hornbeam Branch Basin | --Maple Creek Basin |
| --Indian Branch Basin | --From the terminus of an existing
main in proximity to Griffin
Street along in the Tar River in
an upstream direction to the Bel-
air Subdivision |

The extensions of main water are usually consistent with sewerage extensions. Therefore, trunk water line extensions are anticipated to occur in the following areas:

MAP 12
COMMUNITY FACILITIES PLAN

AREA WHERE THE CITY HAS NOT YET DEVELOPED
PLANS FOR AN EXTENSIVE AND DETAILED STUDY
CONDUCTED TO BE RECOMMENDED TO THE CITY BY
1950

EXISTING OR PLANNED HIGHWAY AND AIRPORT
(LARGELY UNDEVELOPED)

THE CITY HAS PLANNED TO DEVELOP A NEW
AIRPORT AND HIGHWAY

EXISTING A PLANNED AIRPORT AND HIGHWAY
SHOULD BE DEVELOPED IN THE

AREA IN WHICH AN AIRPORT AND HIGHWAY
SHOULD BE DEVELOPED IN THE



COMMUNITY FACILITIES PROJECTIONS

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Sewerage and Water Utilities Projections

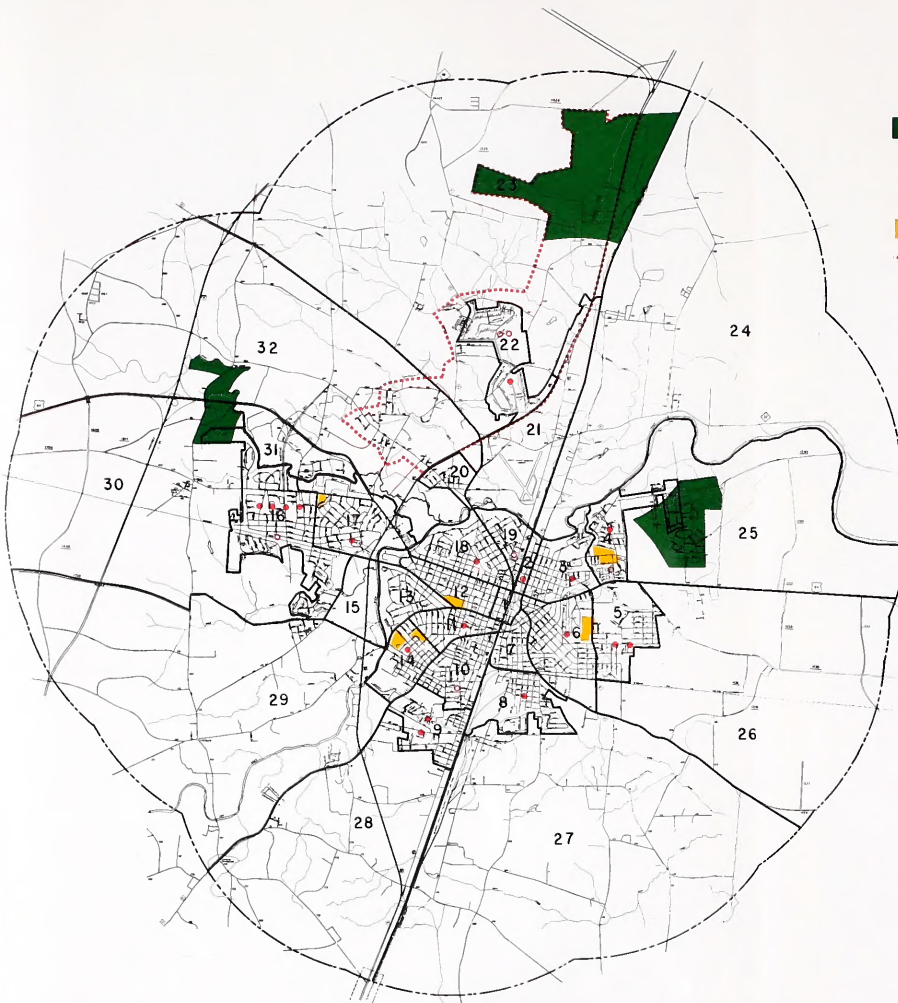
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|-------------------------|---|
| --Compass Creek Basin | --Goose Branch Basin |
| --Beech Branch Basin | --Stony Creek Basin |
| --Hornbeam Branch Basin | --Maple Creek Basin |
| --Indian Branch Basin | --From the terminus of an existing main in proximity to Griffin Street along in the Tar River in an upstream direction to the Bel-air Subdivision |

The extensions of main water are usually consistent with sewerage extensions. Therefore, trunk water line extensions are anticipated to occur in the following areas:

COMMUNITY FACILITIES PLAN



- AREAS WHICH ARE NOT WITHIN THE SERVICE AREA RADIUS OF AN EXISTING FIRE STATION THAT ARE EXPECTED TO BE INCORPORATED INTO THE CITY BY 1985
- EXISTING OR FUTURE NEED FOR A PLAYGROUND (Locations not exact)
- EXISTING OR FUTURE NEED FOR A NEIGHBORHOOD PARK (Locations not exact)
- EXISTING & FUTURE CITY SCHOOL SITES WHICH ARE PROJECTED TO BE FUNCTIONAL IN 1980
- AREA IN WHICH AN ADDITIONAL ELEMENTARY SCHOOL SITE SHOULD BE ACQUIRED & DEVELOPED BY 1980

N

 CITY OF ROCKY MOUNT

SCALE: 1" = 2000'

----- CORPORATE LIMIT LINE
 ----- PLANNING AREA LIMIT LINE

- Commencing at the intersection of West Mount Drive (S.R.1717) and Halifax Road (S.R.1544) northerly along Halifax Road to its intersection with U.S. Highway 64 Business; thence in a westerly direction along U.S. Highway 64 Business to its intersection with S.R. 1603 to the site of the new Nash Technical Institute adjacent to U.S. Highway 64 Bypass.
- Commencing at the intersection of Stony Creek and U.S. Highway 64 Bypass; thence in a westerly direction along said bypass to its intersection with S.R. 1603.
- Commencing at the intersection of S.R. 1538 and Jefferies Road (S.R. 1541); thence in a westerly direction along Jefferies Road to its intersection with N.C. Highway 48.
- Commencing at the intersection of Thomas Road (S.R.11542) and North Church Street (U.S. Highway 301 Business); thence in an easterly direction along S.R. 1542 and N.C. Highway 97 to its intersection with S.R. 1400.
- Commencing at the southeastern corner of the proposed Peoples Plaza Shopping center on U.S. Highway 64; thence in an easterly direction along U.S. Highway 64 to its intersection with Meadowbrook Road; thence in a southeasterly direction along Meadowbrook Road to its intersection with Courtland Avenue; thence in a southerly direction along Courtland Avenue to its intersection with Rosewood Avenue; thence in a westerly direction along Rosewood Avenue to its intersection with Glendale Drive; thence in a southerly direction along Glendale Drive to its intersection with the Tarboro spur track of the SCL Railroad.
- Commencing at the intersection of N.C. Highway 97 and Kingston Avenue; thence in an easterly direction along Kingston Avenue and Fourth Street to its intersection with Old Wilson Road.
- Commencing at the intersection of Allen Street and N.C. Highway 97; thence in a southerly direction along N.C. Highway 97 to a point in proximity to the Riverdale Subdivision.
- Commencing at the intersection of Griffin Street and Wilkins Street; thence in a southeasterly direction to a point of intersection with N.C. Highway 97.
- Commencing at the intersection of Halifax Road and Bethlehem Road; thence in an easterly direction along Bethlehem Road to its intersection with Old Mill Road.
- Commencing at the intersection of Old Mill Road and Bethlehem Road; thence in a northerly direction along Old Mill Road to its intersection with U.S. Highway 301 Bypass.
- Commencing at the intersection of Halifax Road (S.R. 1544) and U.S. Highway 64 Business; thence in a northerly direc-

tion along Halifax Road to its intersection with Hunter Hill Road (S.R. 1604); thence in an easterly direction along Hunter Hill Road to the existing line located in proximity to the Texfi-K property.

--Commencing at the intersection of Cunningham Drive and N.C. Highway 48; thence in a northerly direction along N.C. Highway 48 to its intersection with S.R. 1536.

--Commencing at the intersection of Springfield Road (S.R. 1250) and N.C. Highway 97; thence in a southerly direction along Springfield Road to its intersection with Leggett Road (S.R. 1243).

--Commencing at the intersection of Myrtle Avenue and Virginia Street; thence in an easterly direction along Virginia Street to its present terminus in the Mayview Subdivision.

Municipal Landfill Projection

Current estimates indicate that by 1979 the City will need another landfill site for solid waste disposal. It is the recommendation of this plan that the City initiate an investigation into possible sites for the establishment of the future landfill. One potential site is the property which is presently utilized for the excavation of sand on Gay Road and located in proximity to the present landfill.

Library Projection

The value and impact of a public library's resources on the people is enormous through its cultural enlightenment of the community. Therefore, it is recommended that the standard of volumes per capita be applied to the library's actual service area population which consists of the Rocky Mount populace and one-half of the remaining combined population of Nash and Edgecombe Counties. Through the application of the two volumes per capita standard, one finds that a shortage of 50,000 volumes exists for the present service area of 78,000. That shortage should be eliminated as soon as possible. The number of volumes listed below should be acquired to ensure the application of two volumes per capita quota to the service area population growth during the next decade:

1975 - 3,700 volumes
1980 - 9,400 volumes
1985 - 5,700 volumes

City Hall Projection

It is the recommendation of this plan that the preparation of a total development plan for the construction of a modern city hall complex be pursued as a top priority project. Time is of essence in that the crowded and inadequate provisions of the present facility decrease the maximum productivity of the City's daily operation and administration. The spatial inadequacy also makes it extremely difficult for the City to assume new responsibilities created by the continuous development of the City. It is the City's responsibility to establish a precedence for pride and well-founded development within the community as well as to provide numerous and efficient services to the people. The location of that governmental complex should be in planning district one.

Municipal School Facilities Projection

The Rocky Mount City Schools Survey and Reported Building Program, a two-stage, school development plan, has been prepared by the Rocky Mount Board of Education and the Board's administrative staff with assistance from the Division of School Planning of the North Carolina Department of Public Instruction and private consultants. As exemplified by Chart 52, the initial stage of the plan consists of the construction of a new elementary school at the intersection of Pine Haven Drive and Westwood Drive and the discontinuance of the operations of Battle, R. M. Wilson, Holland and Wilkinson Schools. The student enrollment of Holland School, grades 4-6, and the same grades from Battle School are to be transferred to Braswell School. The present student enrollment of Braswell School consisting of grades 1-3, Wilkinson School, and the remainder of the Battle School enrollment are scheduled to attend the proposed elementary school on Westwood Drive. A new addition to Edwards Junior High is being constructed to accommodate the eighth grade, presently attending the R. M.

Wilson School.

CHART 52
PROJECTED 1976 MUNICIPAL SCHOOL SYSTEM

NAME OF SCHOOL	LOCATION	GRADE	SIZE (ACRES)
Englewood	Intersection of Englewood Drive-Sunset Avenue	K-3	9
Johnson	Intersection of Bedford Road-Fairview Road	K-3	32.6
new school	Intersection of Pine Haven Drive-Westwood Drive	K-3	8.03
Braswell	Intersection of Nash Street- Grace Street	4-6	2.46
Pope	Intersection of Coleman Avenue-Shearin Street	4-6	7.5
Baskerville	Intersection of Stokes Street-Virginia Street	4-6	12
Bassett	Intersection of Green Avenue-Branch Street	1-6	2.1
Parker	Intersection of Hunter Street-Virginia Street	7	14.25
Edwards	Intersection of Edwards Street-Hammond Street	8-9	18
Senior High	Intersection of Howell Street-Hammond Street	10-12	20
TOTAL			125.94

The final stage of the plan will commence with the establishment of a new elementary school in the northwest portion of the corporate limits; the abandonment of Bassett, Pope and Braswell Schools; and the redistribution of certain grade levels throughout the remaining facilities. That redistribution of grade levels will be possible through additions to some of the remaining schools. The end result of the implementation of this plan is depicted in Chart 53 showing

the projected 1980 municipal school system.

CHART 53

PROJECTED 1980 MUNICIPAL SCHOOL SYSTEM

NAME OF SCHOOL	LOCATION	CLASSI- FICATION	SIZE (ACRES)	PROJECTED ENROLLMENT
Englewood	Intersection of Englwood Drive-Sunset Avenue	Elementary	9	851
Baskerville	Intersection of Stokes Street-Virginia Street	Elementary	12	851
Johnson	Intersection of Bedford Road-Fairview Road	Elementary	32.6	851
new school	Intersection of Pine Haven Dr.-Westwood Dr.	Elementary	8.03**	851
new school	To be located in the northwest portion of the City	Elementary	**	851
Edwards	Intersection of Edwards Street-Hammond Street	Junior High 7-10	18	1,556
Parker	Intersection of Hunter Street-Virginia Street	Junior High 7-10	14.25	1,556
Rocky Mount Senior High	Intersection of Howell Street-Hammond Street	Senior High 11-12	20	1,347
TOTAL				8,714

*At least four more acres should be added to this site.

**This site has not been acquired by the Board of Education.

National averages relative to site and student enrollment size for the establishment of elementary, junior high, and senior high schools are reflected in Chart 54.

Those standards reflected in Chart 54 are representative of averages taken from a cross-country survey of school enrollments and physical plant sizes. However, it is acknowledged that those figures are averages and the

local school system may function with maximum efficiency under slight variations from those norms.

CHART 54

GENERAL STANDARDS FOR THE ESTABLISHMENT OF SCHOOLS*

TYPE OF SCHOOL	SITE SIZE	STUDENT ENROLLMENT
Elementary	Minimum 7-8 acres	250 pupils
	Average 12-14 acres	800 pupils
	Maximum 16-18 acres	1200 pupils
Junior High	Minimum 18-20 acres	800 pupils
	Average 24-26 acres	1200 pupils
	Maximum 30-32 acres	1600 pupils
Senior High	Minimum 32-34 acres	1000 pupils
	Average 40-42 acres	1800 pupils
	Maximum 48-50 acres	2600 pupils

*Joseph De Chiara and Lee Koppleman, Planning Design Criteria. (New York: Van Nostrand Reinhold Company, 1969), pp. 181-183.

The 1976 school plan is only an interim step in the ultimate school development plan and, therefore, is not discussed in a comparative analysis to the national averages listed in Chart 54.

A comparison of student enrollment and the size of the school site of the projected 1980 school system and these general guidelines in Chart 54 indicate that projected student enrollments are within the recommended standards while the acreages of most City schools are slightly below those standards. The 1980 student enrollment was projected by assuming 20.2 percent of the City's total population would be enrolled in the City school system. The 20.2 percentage figure was derived by dividing the 1973 number of enrolled student population residing within the corporate limits by the City's September, 1973 population of 39,300. That percentage was assumed to be constant and was applied to the 1980 and 1985 City population projections. The resulting figures of 8827 and 9312, representative of the total student population in 1980 and 1985, respectively, were analyzed according to the number of students in the elementary, junior high, and senior high grade levels. The present distribution of the 1973 City student enrollment was

applied to those 1980 and 1985 student enrollment projections to calculate the respective percentages of 48.18, 35.28, 15.26. The remaining 1.28 percent consists of school-age persons who due to mental retardation do not follow the regular educational curriculum of grades 1-12. Also by 1980, all court orders presently governing grade distribution in certain schools were assumed to be nullified and each school was projected to accommodate its equal share of the student enrollment of their respective grade levels.

By 1980 those student enrollment projections show the five elementary schools containing enrollments consistent with the national average, which tends to reinforce the feasibility of the projected 1980 school plan. However, two of the four existing designated elementary sites, Englewood and the new school site on Westwood Drive, are deficient in overall spatial requirements according to those national standards. The Baskerville and Johnson school sites do contain adequate land area as indicated by those national guide lines.

The junior high schools of Parker and Edwards by 1980 consisting of grade levels 7, 8, 9 and 10 have projected student enrollments which coincide with the average maximum enrollment of 1600 pupils. Each of those school sites do not contain enough acreage according to applicable national averages in Chart 54.

The 1980 senior high school enrollment is projected to be 1380 students, constituting the eleventh and twelfth grades. The existing senior high school will be more than adequate to accommodate those students while retaining capacity for future student increases. The acreage of the present senior high school facility is inadequate in comparison to the national minimum acreage of thirty-two acres. The most evident spatial problem is the inadequacy of the municipal stadium which is used for high school football games. That facility is limited in parking and seating capacities.

The 1985 projected school enrollment as listed in Chart 55 indicates that the 1980 proposed physical school system will be able to adequately accommodate the projected student enrollment. That ten-year projection reinforces the proposals set forth in the 1980 proposed school building program.

CHART 55

PROJECTED 1985 MUNICIPAL SCHOOL SYSTEM

NAME OF SCHOOL	LOCATION	CLASSI- FICATION	SIZE (ACRES)	PROJECTED ENROLLMENT
Englewood	Intersection of Englewood Drive-Sunset Ave.	Elementary	9	897
Baskerville	Intersection of Stokes Street-Virginia Street	Elementary	12	897
Johnson	Intersection of Bedford Road-Fairview Road	Elementary	32.6	897
new school	Intersection of Pine Haven Dr.-Westwood Dr.	Elementary	8.03*	897
new school	To be located in the northwest portion of the City	Elementary	**	897
Edwards	Intersection of Edwards Street-Hammond Street	Junior High 7-10	18	1642
Parker	Intersection of Hunter Street-Virginia Street	Junior High 7-10	14.25	1642
Rocky Mount Senior High	Intersection of Howell Street-Hammond Street	Senior High 11-12	20	11421
TOTAL		K-12		9,190

*At least four more acres should be added to this site.

**This site has not been acquired by the Board of Education.

In accordance with the student population projections contained herein, it is recommended that the following actions be executed in order to fulfill those future demands:

—Additional property adjacent to the proposed Westwood school site should be acquired to enlarge the present site by at least four more acres.

—A sixteen acre tract of land located within the bounds of the red line depicted on Map 17 should be acquired as soon as possible.

for the site of the fifth elementary school that is outlined in the 1980 school development plan.

The 1985 projected school enrollments as listed in Chart 55 indicate that the 1980 proposed physical school system will be able to adequately accommodate the City's school population. Those ten-year projections reinforce the implementation of the City Board of Education's adopted school development program.

Recreation Projections

From the Recreation Analysis portion of this plan, the municipal recreational deficiencies were identified through the application of the City's park standards contained in Chart 10 on page 97. Those deficiencies have been further analyzed according to planning districts as noted in Chart 56.

CHART 56

PARK LAND DEFICIENCIES VIA PLANNING DISTRICTS*

PLANNING DISTRICT	NUMBER	TYPE OF PARK	DATE PARK SHOULD BE ESTABLISHED
1	0		
2	1	Playground	1974
3	1	Playground	1974
4	1	Playground	1976
	1	Neighborhood Park	1977
5	2	Playgrounds	1974, 1974
6	1	Playground	1974
7	0		
8	1	Playground	1974
9	2	Playgrounds	1976, 1976
10	1	Neighborhood Park	1974
11	1	Playground	1974
12	0		
13	0		
14	1	Playground	1976
15	0		
16	4	Playgrounds	1974
	1	Neighborhood Park	1974
17	1	Playground	1974
18	1	Playground	1974
19	1	Neighborhood Park	1974
20	0		
21	0		
22	2	Neighborhood Parks	1980, 1983
	1	Playground	1980

18 Playgrounds

1 - 22 6 Neighborhood Parks

*Based on projected demand.

The results of the spatial analysis by planning districts indicate slightly lower levels of demand for playgrounds and neighborhood parks than does an analysis through the application of the park/population standards which are listed on page 97 and were employed in the Recreation Analysis. However, from the analysis of the park projections contained in Chart 56, the spatial distribution standards of one-fourth mile service area radius for playgrounds and a one-half mile service area radius for neighborhood parks were employed. Those spatial distribution standards are more indicative of the actual park land needs than the park/population ratio standards because the spatial distribution analysis is based on land area which is constant, in comparison to the park/population ratio standards which are based on population densities that are subject to change in a given area.

The comprehensive park acreage projections of thirty-six acres for playgrounds and forty-eight acres for neighborhood parks are representative of general estimates of the demand for additional public park land needed by 1985. Those projections were derived by multiplying the median acreages for playgrounds and neighborhood parks as outlined in Chart 10 on page 97 by the total numbers of deficient playgrounds and neighborhood parks identified in Chart 56. There is no projected need for any additional large urban parks by 1985. Those projections for additional park land were also developed on the premise that nearly all of the projected municipal population increases would be accommodated by land areas within or in proximity to planning districts 1-22. The final and precise determination of the numbers, types, and locations of parks should be established during the preparation of a comprehensive plan dealing solely with the development of existing and future park land. It is the recommendation of this plan that a capital improvements program be prepared to eliminate existing recreational deficiencies and to fulfill the projected recreational needs contained herein.

Future facilities within each park should be developed on an equal, spatial distribution basis throughout the City to ensure accessibility to those facilities by all park users. Other considerations in the development and location of those facilities are the spatial requirements of each facility and the specific purpose of each park according to its classification. Although the locations of the various facilities can not be determined at this time because of their contingency upon the locations of future parks, it is possible to predict future levels of demand for each facility by

dividing the City's standards for each facility into the municipal population projections. Chart 57 indicates those levels of demand for each facility during the next decade.

CHART 57

PROJECTED DEMANDS FOR RECREATIONAL FACILITIES

FACILITY	EXISTING DEMAND	ADDITIONAL DEMAND BY 1975	ADDITIONAL DEMAND BY 1980	ADDITIONAL DEMAND BY 1985	TOTAL
Tennis Court	26	1	2	2	31
Baseball Field	6	0	0	1	7
Softball Field	13	1	1	0	15
*Basketball Court	53	1	5	3	62
Neighborhood Center	4	0	0	1	5

*Projections were calculated by assuming the thirty-four percent of the population projections would constitute the low-income population segment.

Police Department Facilities Projections

The projected spatial needs for the Police Department consist of several offices, an additional classroom, and a new shooting range. The construction of a new city hall would provide ample accommodations for the Police Department's administrative functions. It is also a recommendation of this plan that a new pistol and rifle range be established in a relatively remote ten-acre site within the Tar River Flood Plain. A shooting range would be an acceptable land use within a flood plain while simultaneously avoiding the problem of creating any negative environmental impact on nearby urban land uses.

Health Facilities Projections

It is virtually impossible to predict the future medical facility developments in the planning area other than the proposed replacement and relocation of the existing Rocky Mount Sanitarium, Inc. facility. However, increases in the demand for medical services may be realized from the service area population projections contained in Chart 58. The service area population of the medical facilities in Rocky Mount is considered to be the population residing within the planning area and two-thirds of the remaining Nash County population.

CHART 58

MEDICAL SERVICE AREA POPULATION PROJECTIONS

YEAR	SERVICE AREA POPULATION
1975	72,000
1980	76,000
1985	79,000

Through application of the existing hospital bed capacities to the service area population projections, the following hospital bed ratio per thousand persons have been determined:

1975 - 4.65/1000

1980 - 4.41/1000

1985 - 4.24/1000

Those projected hospital bed per thousand people ratios indicate that the planning area now has the capacity to maintain hospital bed ratios that are consistently higher than the national standard of 3.5 hospital beds per one thousand persons.

The physician/population ratio projections yield the following results if the present number of physicians practicing in the planning area were to remain constant:

<u>Year</u>	<u>Physician/Population Ratio</u>
1975	1:889
1980	1:938
1985	1:975

Because of the population and economic projections contained herein, it is a reasonable assumption that the number of physicians should increase in the planning area due to an increase in demand for medical services and the attraction of Rocky Mount as a developing regional trade center. Therefore, future physician/population ratios should be comparable with the existing ratio of 1:864.

Fire Department Projections

A comparison of the areas projected to be within the City during the next decade to the two mile service area radius of the four existing fire stations reveals those areas which will not be encompassed by the applied standard for adequate municipal fire protection coverage. More specifically, those areas as depicted on Map 15 are:

- Property north of the intersection of S. R. 1538 and S. R. 1537.
- Property west of the intersection of Stony Creek and U.S. Highway 64 bypass and extending in a southerly direction to a point approximately one thousand feet south of the SCL Railroad Spring Hope track.
- Property in proximity to the intersections of Springfield Road (S.R. 1250) with Leggett Road (S.R. 1242) and U.S. Highway 64.

Another area of concern for inadequate fire protection coverage is the land located east of U.S. Highway 301 bypass in proximity to the intersection of N.C. Highway 97 and U.S. Highway 301 bypass. If current plans to relocate Fire Station No. 2 to the intersection of Grace Street and Raleigh Road are executed, the potential for inadequate fire protection in the south Rocky Mount area will be nil.

SUMMARY

Those community facilities projections contained in this plan have been produced to provide the City with an insight into the future needs of Rocky Mount relative to public utilities; educational, cultural and governmental functions; solid waste disposal; and police, health and fire protection. The City should remain cognizant of the need for various community facilities and maintain an up-to-date inventory of the factors which generate those needs. Development plans for each community facility should be prepared and implemented.

THE PROPOSED PROTECTION

A comparison of the area proposed to be added to the city during the next decade to the two other areas shows that the total area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city.

—Property in the city of Chicago, Ill., 1930 and 1931.

—Property in the city of Chicago, Ill., 1930 and 1931. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city.

—Property in the city of Chicago, Ill., 1930 and 1931. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city.

Another area of interest for the city is the area to be added during the next decade. This area is about 1,000 acres, which is about 10% of the total area of the city. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city.

CONCLUSION

These various facilities for the city have been proposed to provide the city with the future needs of the city. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city. The area to be added during the next decade is about 1,000 acres, which is about 10% of the total area of the city.

SCHEDULE OF IMPLEMENTING ACTIVITIES AND POLICIES STATEMENT

SCHEDULE OF
IMPLEMENTING
ACTIVITIES
AND POLICIES
STATEMENT

LAND DEVELOPMENT POLICY PLAN

Introduction

No plan is complete without a specific set of guidelines with which to follow in order to implement the plan. Unless these policies are included, those entrusted with carrying out its implementation will be lacking in direction without a plan of action outlining principles to apply in any situation. The policies and actions provided in this section are parallel with the goals and objectives as stated in the introductory chapter of the Land Development Plan. While the goals and objectives relate to the problems and desires of the population and are the basis upon which the plan was formulated, the policies plan provides actions and principles which will guide the City's administration in dealing successfully with the problem areas addressed in the plan. Ultimately, the achievement of the goals and objectives will result.

The policies contained herein will be instrumental in the implementation of this plan, and will collectively establish the necessary framework for the adherence to the plan. They are comprehensive in scope, providing guidelines and paths of action with which to deal effectively with the problems outlined in the Land Development Plan.

Once the Land Development Plan is adopted, it is imperative that the policies contained herein be supported. Adherence to the policies will result in the eventual attainment of the goals of this plan. The impact of the enforcement of the following policies will be a more functional and pleasant environment in which to live and work.

Recreation

Goal

To achieve a comprehensive recreational and open space program accessible to all areas of Rocky Mount that will provide opportunities for the use of leisure time and that will serve the creative, physical, educational, social, dramatic, environmental, and cultural interests of the citizens.

Policies:

1. Development of an effective system of open space areas and recreational opportunities within Rocky Mount.

Actions

- - Prepare a detailed Open Space and Recreational Facilities Plan.
- - Develop existing functional parks to their maximum potential.
- - Initiate a land acquisition procedure whereby during the land subdivision review process, adequate land would be retained by the City under option to be developed as park land within a specified time. Those sites would be so designated in the detailed Open Space and Recreation Facilities Plan.
- - When feasible, utilize land in proximity to residential areas which should not be developed for urban purposes for open space areas.
- - Exert an effort to eliminate recreational deficiencies in established areas through the condemnation of land and the development of new parks.
- - Emphasize municipal budget allocations for park development.
- - Establish a Park Commission that would have specific functions and responsibilities.

2. Promotion of existing and the development of new recreational programs and opportunities for the citizens of Rocky Mount.

Actions

- - Inform citizens of recreational programs and opportunities through the Advocate Planner.
- - Develop new programs to provide recreational opportunities to all segments of the Rocky Mount population.

Housing

Goal

To promote an increase in the City's housing supply and maintain, protect, and create residential areas which will display sound design and will eliminate activities noxious to residential neighborhoods.

Policies

1. Attainment of housing for the low-income segment of the Rocky Mount population should be a high priority item.

Actions

- - Apply for federally subsidized housing grants.
- - Work with and support housing related agencies and corporations within the City.
- - Support the establishment of a system of foreclosure on vacant lots having outstanding taxes in order that those lots be made available for the construction of new housing.

2. Municipal controls and ordinances regulating residential development should be structured to have applicability to contemporary housing life styles and land subdivision techniques.

Actions

- - When necessary, City officials should advise developers of better design concepts and spatial arrangements of proposed residential communities.
- - Employ traffic and utility considerations in establishing the densities of future residential areas.
- - Protect existing residential neighborhoods, old and new, by use of zoning to discourage the encroachment of offensive non-residential land uses in those neighborhoods.
- - Amend local ordinances to maintain effective regulation of new de-

velopment styles.

3. The City should be cognizant of all municipally blighted areas and initiate programs to eliminate and prevent such undesirable conditions.

Actions

- - Maintain residential zoning in older neighborhoods to perpetuate the use of existing dwelling units and to encourage their rehabilitation.
- - Adhere to the City's Housing Code compliance schedule.
- - Maintain sufficient personnel in the Inspection Services Department to adequately enforce the housing related codes of the City.
- - Prepare and maintain an adopted detailed housing plan at all times.
- - Establish a program for the inventory of the City's housing conditions.

Transportation

Goal

To maintain a modern, well-constructed street system responsive to the needs of the total community and to improve the control of vehicular traffic within the City.

Policies

1. The City should maintain an updated Thoroughfare Plan in order to accommodate the anticipated volumes of traffic within the planning area.

Actions

- - Coordinate the City Thoroughfare Plan with the highway plan of adjacent areas.
- - The City Thoroughfare Plan should be cognizant of projected State priorities in road and highway construction.
- - Coordinate any amendments to the Thoroughfare Plan with the Housing

Plan, the Neighborhood Analysis, the Community Facilities Plan, and the Land Development Plan.

- - Obtain public input for the Thoroughfare Plan through the Advocate Planner when any major improvement is planned so as to avoid disruption of neighborhoods.
- - Investigate the usage of flood plains and flood-prone areas as possible scenic parkways.

2. The roadway network should be improved to accommodate present and future auto and truck traffic in an efficient manner.

Actions

- - Coordinate future development plans with the Thoroughfare Plan.
- - Street design and parking facilities should be adjusted to fit the movement, volume and character of traffic and adjoining land use.
- - Curb cuts for driveways along major streets should be minimized.
- - Transportation facilities should avoid encroachment upon parks, schools, or other public lands whenever alternative routes are available.
- - Residential streets should be designed to carry only residential traffic.

3. Pedestrian and non-motorized traffic pathways should be located throughout the urban area especially in areas where the lack of such pathways is a safety hazard.

Actions

- - A system of pedestrian pathways and /or bicycle paths should be established throughout the urban area.
- - All areas near schools and other areas characterized by heavy pedestrian traffic should have paved sidewalks.
- - Future amendments to or rewrites of the Thoroughfare Plan should consider conflicts with the establishment of bikeways within the City.

Central Municipal Area

Goal

To have the central municipal area developed in a manner which would be characterized by stable development and aesthetic attractiveness.

Policies

1. The central municipal area should function in a role which provides the citizens of Rocky Mount viable land uses.

Actions

- - Recognize the inevitable changing function and role of the downtown area.
- - To promote the aesthetic attractiveness of future development within the downtown area by establishing a Community Appearance Commission under the guidance of General Statutes 160A, Article A.
- - Investigate the feasibility of revitalization of the downtown area through a joint venture by the City and private enterprise.
- - Apply for any available, federal urban renewal grants for the downtown area.
- - Pursue the establishment of a civic center as a part of the downtown revitalization effort.

Environment

Goal

To improve the City's environment by maintaining healthy and aesthetically attractive industrial, residential, and commercial areas.

Policies

1. Adequate land should be reserved for industrial, commercial, and residential purposes and for community facilities in desirable locations.

Actions

- - To continuously review and update all adopted land use related plans.
- - To control development in order to prevent any overload on utilities or community facilities.
- - To establish permanent land uses through the implementation of land use plans, built-in site design controls, and the provision of adequate community facilities.
- - To investigate the need for the establishment of a specific growth policy for the City of Rocky Mount.

2. To maintain and promote environmental quality controls for site designs and construction sites of new development.

Actions

- - Maintain and update environmental quality controls contained in the City Ordinances regulating development.
- - To adopt and enforce soil sedimentation controls.

3. With limited exceptions, the character of existing and future residential areas should be maintained.

Actions

- - To maintain residential zoning in areas of existing and/or projected residential land use.
- - To investigate amendments to the City's zoning ordinance which will aid in stabilizing older residential areas.

4. New commercial areas should be developed as shopping nodes and new areas of strip commercialization should be prohibited.

Actions

- - To prohibit strip zoning through Planning Board and City Council actions.
- - To promote and stabilize the immediate service area of neighborhood shopping facilities through the establishment and maintenance of residential zoning of areas in proximity to those facilities.

Intergovernmental Relations

Goal

To improve intergovernmental relations with all units of local governments.

Policies

1. To participate in productive, multi-government development projects and programs in the region.

Actions

- - To participate continuously and effectively in the Region L Council of Governments.
 - - To continue the participation in the City/County planning program through the joint planning board.
 - - To promote multi-government funding of public service projects and programs that provide area-wide or regional benefits.
 - - Promote the working relationship among the City and County governments through a thorough understanding of individual and mutual responsibilities and the effectiveness of joint cooperation.
2. Working relationships between the departments of the City government should be promoted and increased.

Actions

- - To promote the exchange and distribution of information between the City departments.
- - To maintain a constant report of on-going projects among city department heads via weekly staff meetings.

SUMMARY

Because planning is an essential element in the day-to-day operation of municipal government, policy statements function in the vital capacity as the primary decision-making tool. Adherence to those policies minimize the possibility of arbitrary planning decision-making. Those policies also serve as guidelines to determine whether existing facilities are adequate for the present population and as indications of programs or actions necessary to fulfill the needs of future populations.

The purpose of the policies contained herein is to provide the methodology to successfully meet the needs and demands of future urban development. That success will depend entirely upon the cooperation of all governmental bodies concerned, their decision-making powers, and the people within the Rocky Mount Planning area.

WORK SCHEDULE

Introduction

The following sections provide a summary of the major elements in the Land Use Plan Work Program for the next five fiscal years. This work schedule points out decisions which must be made by the City of Rocky Mount in the future but does not attempt to answer all questions or provide solutions for all land use problems at this time. The work items which follow establish a starting point and a framework within which the land use concepts of this plan may be inter-related and land use problems solved.

The Plan constitutes an update of the City's on-going land use planning program. This effort will be supplemented and amended as major activities develop which are of vital importance to land use within the planning area. The Planning Department staff has developed a planning program for the functional area of land use which it feels is realistic in formulating action programs and projects to solve the problems stated herein. This plan will undergo a thorough review and update every five years. However, during the next five-year period, The City Council and Planning Board may need to or desire to make alternations in the proposed activities. The following activities are scheduled to be accomplished during the next five-year period.

Citizen Participation

Discussion

Citizen Participation is essential to the development and implementation of an effective planning program. Plans and municipal programs, no matter how elaborate or technically correct, will not be effectively implemented unless they have the support of the citizens of Rocky Mount. Such support will not automatically develop but must be generated through education and the development of an effective citizen participation process.

The citizen participation process is a two-way process. Any system which is established must have the capability to disseminate information on City programs and, at the same time, open channels of communication through which the citizens of Rocky Mount can keep the City Administration informed of their

collective desires and objectives. The City made its first effort at citizen participation in the fall of 1973 with the Citizen Attitude Survey. The survey was productive but it only touched the surface in defining what were the real needs and objectives of Rocky Mount's citizens. It is the desire of the City to establish an ongoing permanent system of citizen participation which will have at its base the citizens of Rocky Mount.

Method

In Fiscal Year 1975 the City Planning Department will employ an Advocate Planner. It will be the responsibility of the Advocate Planner to organize a permanent and formal system of citizen participation. Specifically the responsibilities of that position will include the following:

- - Conduct the Fiscal Year 1975 Citizen Attitude Survey.
- - Establish Neighborhood Citizen Councils throughout the City.
- - Disseminate information on municipal programs and activities via the Neighborhood Citizen Councils.
- - Serve as an "Advocate" to the Planning Department for the programs, and projects, which may be identified as a need by the Neighborhood Councils.
- - Rewrite the City's Neighborhood Analysis. That document will include pertinent statistical data on each neighborhood; but, more importantly, will reflect the problems in and objectives of each neighborhood as identified by the residents of each area.

This program is anticipated to be a long-term project. However, the advocate planning position is viewed as a one-year staff position. It is expected that by the end of Fiscal Year 1975 the Neighborhood Councils will be organized to the degree that they will have the desire and capability to continue independently.

End Product

An established ongoing channel for citizen participation which will improve the citizen's understanding of their municipal government and increase

the input of the local residents to the day-to-day decision-making process of the municipal governments.

Probable Impact

The lines of communication between the municipal government and the residents of Rocky Mount will be improved. Municipal department heads will have an improved understanding of the attitudes, opinions, and needs of the citizens of Rocky Mount and, therefore, will be able to make recommendations to the City's boards, commission, committees and City Council which will reflect to a greater degree the needs of the community as identified by the citizens. In addition, the general public should obtain a clearer picture of the operation of the municipal government.

Time

Once established, the citizen participation program will be a continuing project; the Neighborhood Analysis will be prepared in Fiscal Year 1975.

Housing Plan

Discussion

There are numerous activities in the field of housing which relate to land use planning and the implementation of this Land Use Plan, such as analyses of the housing market, relocation studies, site selections for low-income and multi-family housing, and delineation of blighted neighborhoods. While each of these subjects warrants specific and detailed attention, they should be analyzed and integrated in a single comprehensive housing plan. Thus, in Fiscal Year 1975 one of the Planning Department's major work items will be the preparation of a detailed housing plan.

1. The completion of a Rocky Mount Housing Plan is critical for defining local and county housing needs, thus, providing some guidance for a wide variety of housing development efforts on the part of public and private agencies.

- A. Criteria for the type, structure, amount, and geographic location of public housing.
- B. Projected residential demands.

C. Demand estimates due to housing relocation.

D. Market demand levels for different housing styles and costs..

2. The Planning Department Staff will use all available housing information to define suitable locations for public and private housing.

3. The plan will be coordinated with the City's Water and Sewer Plan, Thoroughfare Plan, Open Space Plan, and Land Development Plan.

4. The plan will formulate a specific five-year work program for housing.

5. The plan will be reviewed annually by the Planning Department and Planning Board with a major update of the plan scheduled for every five years. Reviews of the plan will consider changes in the City's transportation system, growth concentrations, population and residential projections, land use changes, and plan implementation. The plan will be a refinement and update of the housing data and projections contained in this report. Of major importance in the plan will be a housing site study outlining the availability of sites for various types of housing for all people and the adequacy of sites relative to employment centers, transportation and public services, and adjacent land uses.

Method

The Housing Plan will be prepared by the City of Rocky Mount Planning Department. Input from other departments and agencies such as the Inspection Services Division, Human Relations Department, Housing Authority, NEED, and the Chamber of Commerce, will provide much of the information to be considered in the final housing plan. This information will include federal, state, and local housing policies and legislation.

End Product

A housing plan which will encompass the City of Rocky Mount and portions of Nash and Edgecombe Counties. The plan will define long-and short-term housing needs and policies, in addition to setting specific guidelines for local housing programs.

Probable Impact

The plan will enable the City to better determine and define housing needs, particularly for low-and moderate-income groups, in addition to making

recommendations within the framework of the plan for workable solutions to the housing problems to private and public, local, state, and federal agencies involved with housing in the City.

Time

Fiscal Year 1975.

201 Area Sewer Plan

Discussion

Because of the need to update the sanitary sewer treatment facilities of the City of Rocky Mount, it became necessary to complete what is commonly referred to as a 201 Plan. This is a requirement of EPA for federal funding in the actual construction of sewer treatment works. The plan itself becomes a working document and analyzes not only the sewer treatment needs but the sewer line needs of the City and area through the year 2000. Such a plan involves considerable study of the land use and development plan of the Rocky Mount area in defining sewer needs for the area for many years to come. This plan then translates the population and growth into sewer flows and needed outfall lines and sewer treatment works. The plan will also include a very detailed financing and cash flow plan which will include an analysis of the water and sewer funds as required by EPA. This will enable the City Council and City Administration to project monetary needs for the implementation of the plan over many years.

Method

The 201 Area Sewer Plan will be prepared by Pierson & Whitman, Incorporated, the City's consulting engineers in the water and sewer field. Input will be received from the City and other governmental agencies through a technical review committee which will meet to review and endorse all plans presented to the City Council for implementation. Input will further be coordinated on the City's growth from the City's Planning Department and historical records.

The initial 201 Plan after first-year implementation will be updated on a continuing basis to provide a guide for the growth of the City's sanitary sewer

system in the future.

End Product

The preparation of the 201 Plan and updates of the plan on a periodic basis will provide the City of Rocky Mount with a specific working document which will enable it to obtain federal funding for the construction of sanitary sewer lines and sanitary sewer treatment works and will provide a most valuable tool in the continuing need to provide adequate sanitary sewer facilities for the area.

Probable Impact

The 201 Plan and its implementation will have a direct impact on the citizens in the area because sanitary sewer facilities can be related directly to health conditions, growth in the area, and the construction of those facilities will require vast amounts of capital. The financing plan to be contained in the 201 Plan will provide a fiscal guide for the City in coming years.

Time

The 201 Plan will be prepared during Fiscal Year 1975 with completion expected in calendar year 1974.

Capital Improvements Budget

Discussion

The key to the success of any plan is implementation. The most thorough and technically correct plan is of no value unless it is implemented. One of the tools readily available to local government for the implementation of plans, especially of a land use plan, is the development of and adherence to a comprehensive Capital Improvements Budget. Such a document would provide planning and long-range guidance for capital improvements expenditures. Those expenditures would be coordinated with and reflect the recommendations of adopted municipal plans; to include the Water and Sewer Plan, Thoroughfare Plan, Community Facilities Plan, Open Space and Recreation Plan, and Housing Plan. The Capital Improvements Budget would integrate the recommendations of all plans for capital improvements and provide an order of priorities for fiscal programming.

Method

In Fiscal Year 1975 a Five-Year Interim Capital Improvements Budget should be prepared by the City's Budget and Management Director, with the assistance of the City's Planning Department. The interim plan will be coordinated with the Land Development Plan, the Water and Sewer Plan, and the Thoroughfare Plan. Direct input will be supplied by each of the City's Departments.

The initial Capital Improvements Budget should be thoroughly reviewed and updated in Fiscal Year 1976 in coordination with the preparation of the Housing and Open Space Plans. The updated and expanded Capital Improvements Budget will drop the first fiscal year and add an additional fiscal year to maintain a five-year schedule for fiscal programming. As in the interim budget, the updated budget will rely heavily on input from each of the municipal departments.

End Product

The preparation and annual update of a five-year Capital Improvements Budget will provide the City with a specific program for capital expenditures which will aid the City's elected officials in the day-to-day decision-making process. In addition, long-range guidance will be provided for the City's Administration through the structuring of priorities for capital improvements expenditures.

Probable Impact

The provision of facilities and services to the citizens of Rocky Mount will be improved. An order of priorities will be established which will ensure that the City's most pressing capital improvements needs will receive major attention. Through the adoption and implementation of the Capital Improvements Budget, a major portion of the recommendations of the City's adopted plans can be implemented.

Time

Interim Capital Improvements Budget, Fiscal Year 1975; Major Capital Improvements Budget Update, Fiscal Year 1976; annual updates each year thereafter.

Revision and Update of Subdivision and Zoning Ordinances

Discussion

The subdivision and zoning ordinances of the City need to be periodically revised so as to provide current guidelines for the orderly development of land. New lifestyles, building concepts and economic trends should be provided for in land development ordinances so as to more efficiently guide their development. These ordinances are two of the principle means by which land use plans are implemented and should reflect provisions for the latest concepts and trends in land development.

Method

The Planning Department will evaluate the existing subdivision and zoning ordinances as to their relevancy to existing land development practices as well as their flexibility in application to recent changes in concepts and development practices. As a result of the evaluation, revisions and amendments will be proposed by the Planning Department to the City Council for adoption. Examples of possible proposals are, flood plain and planned unit development ordinances. Regulations of this type will regulate those new styles of development more effectively than conventional techniques in zoning and subdivision regulations.

End Product

Zoning and subdivision ordinances which are applicable in all types of development in the planning area, thereby, promoting more efficient land development practices.

Probable Impact

The impact of updated land control ordinances will be on development practices which are new in concept and will be effectively aided by ordinances containing adequate provisions for efficient development which will be coordinated with existing land use policies.

Time: Fiscal Year 1975.

Open Space and Recreational Facilities Plan

Discussion

There is a need for the development of a current and comprehensive Open Space Plan and its implementation for the provision of adequate parks and open space facilities for the citizens of Rocky Mount. This need is evident as related in the 1973 Citizen Attitude Survey which indicated that recreational facilities in the City were inadequate. Additionally, recreation facilities were shown as being deficient in this plan. Population projections indicate an increase in the demand for additional facilities in the future. The 1975-1985 Land Development Plan projects that the physical size of the City will increase as well, further demonstrating the need for additional facilities in outlying areas of the City.

Method

The Planning Department will prepare a Comprehensive Open Space Plan indicating the numbers, locations, and types of parks which are needed to adequately fulfill the recreational demands of the projected population and associated urban expansion of the City. The plan will provide cost estimates of land acquisition and development of facilities for each proposed park as dictated by projected demand. Standards for the provision of facilities will be employed to ascertain the location, type of park, type of facilities and size of the parks in association with population projections as provided in the 1975-1985 Land Development Plan. The plan will also be coordinated with the Housing, Thoroughfare, and Land Development Plans, and the Capital Improvements Budget.

End Product

The plan will outline a comprehensive physical development guide to provide adequate recreational facilities for the people of the City. The result of the plan will be the provision of park and open space facilities of all types developed in an aesthetically attractive and functional manner to better serve the needs of the City.

Probable Impact

The plan will enable the City to determine recreational needs of the City and allow for the provision of those needs in the Capital Improvements Budget. The impact upon the population will be a satisfaction of the demands for recreational facilities by the establishment of a comprehensive open space program.

Time

Fiscal Year 1975.

Area Wide Base Mapping

Discussion

In the development of plans for any growing city, the preparation of plans requires both planners and engineers to rely heavily on mapping details of existing areas. Lack of adequate mapping which accurately shows topographic features and planimetric features severely inhibits the accuracy and speed with which plans can be prepared by consultants, planners, and engineers. Through an effective aerial mapping program, accurate base maps showing the topography and planimetric features of the area can be obtained as a working base mapping system on which all plans can be made. Examples of plans which depend on accurate base mapping are floodways planning, land use planning, open space planning, parks planning, water and sewer facilities design and planning, land use analysis and projections, etc. The actual cost of such a base mapping program can well be reflected in the reduced cost of each study produced by a government agency or other agencies which utilize the base mapping. Without such a comprehensive base mapping program the accuracy of the various studies mentioned above is questionable. This occurs because all of the studies are based on existing mapping which is not totally correct in topographic and planimetric detail. A comprehensive base mapping program further provides a day-to-day working tool for the City Council and administrative officials in the conduct of their duties.

Method

In Fiscal Year 1975 it has been proposed that part of the bond fund expenditures would be used to provide a comprehensive base mapping program of an area of the City of Rocky Mount and three miles beyond. This work would be provided entirely by aerial mapping firms which provide this service with coordination of specifications and supervision of the contract provided by the engineering division of the Public Works Department. Input to these specifications on the final base mapping product would be solicited especially from the Planning Department but also from the remaining operating departments and the City government and the agencies in the area. Actual flying would occur in the spring of 1975 with the finished maps to be supplied during calendar year 1975.

End Product

The preparation of this base mapping will provide the City with 1 inch equal 100 feet, two foot contour interval maps of the City of Rocky Mount and surrounding area. These maps will provide all topographic and planimetric features of the area necessary for planned preparation in the Area Sewer Plan, Planning Department plans, Recreation plans, Open Space plans, etc. In addition one inch equals 500 feet composite maps showing all planimetric features of the area will be provided. These maps will be available to operating departments within the City as working documents on a day-to-day basis and for sale to developers and other agencies in the area as they pursue their mapping and planning programs.

Probable Impact

The provision of a comprehensive base mapping program provides the City of Rocky Mount with an invaluable working tool to accurately produce the plans previously mentioned. The base mapping will provide the citizens of Rocky Mount with a stepping stone into any plan which is needed for their benefit and will ensure that the technical details of that plan are improved from the first step in the planning process.

Time

The area base mapping program will be completed during the initial months of Fiscal Year 1976 with the production of most maps occurring during Fiscal Year 1975.

Bikeways Plan

Discussion

Increasing traffic congestion, a concern for the environment, the increasing costs of transportation, and the enjoyment of the outdoors and physical development have caused constantly increasing numbers of individuals and families to utilize the bicycle as a serious means of transportation and as a recreational past time. In response to that increasing interest, the Rocky Mount City Council established a Bikeways Committee on February 25, 1974. The Committee was assigned the responsibility of determining the demand for bikeways in the City, and, if a genuine demand existed, to develop a plan for the construction of a bikeways system. As a initial effort, the bikeways committee undertook a city-wide survey which sampled four percent of the City's households. The survey results were presented to the City Council on June 10, 1974. While the survey did indicate a genuine demand for bikeways by the citizens of Rocky Mount, it is still subject to question as to whether the demand lies primarily in the area of recreation or in the area of serious and daily use of transportation. Regardless of the direction which is taken by the City with respect to the development of a bikeways system, the initial step must be the preparation of a detailed and comprehensive Bikeways Plan.

Method

The bikeways plan will be prepared by the Planning Department in continuous coordination with the Bikeways Committee. The Bikeways Plan will identify a development scheme for a complete city-wide bikeways system. Stages and timing for the development of that plan will be identified. The initial sections of the plan will provide the technical data on which the plan will be developed. The data will include but not be limited to the following: bicycle traffic counts, automobile counts on possible bicycle routes, the identification of hazardous areas and intersections, a further identification of types of bicycle demands, and design criteria for the construction of bikeways.

End Product

The end product will be a comprehensive bikeways plan for the City of Rocky Mount which will set forth the timing and development scheme for a city-wide bikeways system.

Probable Impact

The impact will be the eventual construction of a bikeways system which will provide safe and efficient routes of bicycle traffic. The total system will function as both an effective means of serious transportation and as a means of recreation. Most importantly, the citizens of Rocky Mount will be provided with safer streets as the result of fewer conflicts between non-motorized and motorized means of transportation.

Time

Fiscal Year 1975 and 1976.

Updated Property Line Base Map

Discussion

The Planning Department will maintain a current detailed property, or parcel base map for the area within the corporate limits and extraterritorial jurisdiction of Rocky Mount. The base map will be utilized in the day-to-day operation of the Planning Department for the compilation of various statistical data, the review of rezoning requests, and recommendations on the proper subdivision of existing tracts of land. A parcel map is invaluable in detailed land use surveys. Maintenance of this map by periodic updating will provide a current land subdivision record for the City's tax maps.

Method

The drafting section of the Planning Department will update the property base map from the records on file in the Edgecombe and Nash County tax offices. Additional updating will result from the review of new subdivision final plats as approved by the City Council.

End Product

An accurate and detailed base map showing the division of land within the Rocky Mount Planning Jurisdiction will be provided for the use of all departments of the City and interested citizens.

Probable Impact

An updated and current base map serving as an aid in numerous planning projects which require information on land division, such as rezoning descriptions, annexation studies, and detailed land use studies and, thereby, resulting in increased efficiency in the day-to-day operation of the Planning Department.

Time:

Fiscal Years 1975 and 1976.

Community Protection Plan

Discussion

The Community Protection Plan will be a plan which will guide the comprehensive development of future fire fighting, civil defense, and police protection facilities. Due to the projected expansion of the City's urban area and increases in population, community protection services will be required to accommodate this added responsibility of the municipality's operations. The Community Protection Plan will provide for the expansion of those facilities in coordination with projected growth. Planned facilities will avoid reaction types of extensions as a result of insufficient preparation for urban expansion.

Method

The Planning Department will prepare a comprehensive plan for the development of adequate fire fighting facilities, civil defense centers, and police protection services. The plan will recommend land acquisition, capital improvements, equipment, and annual salary expenditures for the necessary additional personnel. Additionally, the plan will delineate those areas where the new facilities will be needed based on projected urban expansion. Forms of input for the plan should include the use of professional standards outlining service

radii, opinions of local officials, and information from professional organizations which have interests or dealings with community protection facilities.

End Product

A Community Protection Plan which will provide the City with a plan of action for the addition of necessary capital improvements, equipment, and personnel. The plan will encompass those areas of Nash and Edgecombe Counties where the City is expected to expand, and demand more and better community protection. The plan will provide a guide for the fulfillment of those demands.

Probable Impact

The plan will determine the extent of future needs and will enable the City to provide for those needs in order to maintain services and facilities for community protection as the City expands both in area and population.

Time

Fiscal Year 1976.

Land Use Map Update

Discussion

A current inventory of land uses is necessary for the comprehensive revision of the Land Development Plan in 1980. No plan can precisely predict land use when projected years into the future. New marketing procedure can change or establish trends in the business community which can result in a change in the land use pattern, just as new concepts of housing design and changes in lifestyles can result in a difference in residential land use patterns in the future. In such cases, those new procedures and concepts are unexpected and may affect other elements of a land use plan, such as population and economic projections. Thus, a reinventory of land uses in the City is required to keep the plan current and to account for new trends which may alter the established projections.

Method

The Planning Department staff will conduct a windshield survey of the

planning area to record existing land uses. This information will be planimetrically measured in acres and compiled in order of each land use type in total acreages. The results of the survey will be displayed on maps of the planning area.

End Product

The final product will be a land use map containing a current inventory of land uses. The map will be used in establishing growth trends (both overall and by uses), indications of trends in individual uses in particular functional areas, a determination of the effect of the land use plan on zoning patterns, and in the day-to-day activities such as the review of rezoning petitions.

Probable Impact

Provision of a basis for the possible revision of the Land Development Plan as a result of current information.

Time

Fiscal Year 1979.

Land Development Plan Update and Rewrite

Discussion

A land use plan should not be viewed as a rigid guideline. Conditions within the City may change which will necessitate adjustments in the Land Use Plan. However, such changes in the plan should be undertaken only after detailed research has determined that new conditions of community-wide significance have arisen which were not considered when the plan was prepared. In order to facilitate needed adjustments, the Land Use Plan should be subjected to thorough annual reviews by the Planning Board and the Planning Department staff. These reviews will be geared to determining what, if any, adjustments are necessary to maintain a land use plan which will be a viable guideline for contemporary city problems and long-range city development.

In addition, a land use plan eventually becomes outdated because the statistical information on which the plan is based is itself dated and specific

to one point in time. If all of the projections contained within this plan were to be proven correct, a complete rewrite of the plan would not be necessary. However, it can not be expected that time will prove all of the projections contained herein correct. The longer the period of time that passes, the less likely it is that the projections will hold true. Therefore, to maintain a sound land use plan, the document should be rewritten in a major sense at least once every five years.

Method

The annual reviews of the land use plan and the first five-year rewrite will be undertaken by the Planning Board and the Planning Department staff. During the Fiscal Years 1975-1980, the Planning Department staff will strive to improve its data base and cataloging of vital statistics on the City of Rocky Mount. By Fiscal Year 1980, substantial improvements in both the accuracy and availability of data will have been accomplished. The 1980 Land Use Plan will also have the benefit of being prepared in a census year. This Land Use Plan was prepared four years after the 1970 census; and, therefore, much of the statistical information was somewhat outdated.

Once started, the five-year revisions of the Land Use Plan should be permanently continued. This procedure will provide the City with a continuously up-to-date data base and guideline for its decision-making process in the area of land use planning. The initial five-year rewrite of the Land Use Plan will actually span two fiscal years. Work on the update will begin in Fiscal Year 1979, but it will not be completed until Fiscal Year 1980. The delay in completion until Fiscal Year 1980 will be necessary to incorporate data collected in the 1980 census into the revised Land Use Plan.

End Product

An updated long-range comprehensive Land Use Plan which will provide guidance to the City for the development of a healthy, balanced community. The updated Land Use Plan should be an improved document because of the annual reviews of this document which will have taken place and because of the improved data base which will be available to the Planning Department.

Probable Impact

The establishment of a system which will provide the City with a continuously updated land use planning program.

Time

Updates will occur annually, major rewrite Fiscal Years 1979-1980.

APPENDIX

APPENDIX

Prepared by
CITY OF HOUSTON
PLANNING DEPARTMENT
ENVIRONMENTAL IMPACT STUDY
NOISES DECLARATION
FOR
PROJECT 1985
June 31, 1974

APPENDIX

APPENDIX II

CITY OF ROCKY MOUNT
LAND DEVELOPMENT PLAN

Prepared by
CITY OF ROCKY MOUNT
PLANNING DEPARTMENT

ENVIRONMENTAL IMPACT STUDY

NEGATIVE DECLARATION

for

Project 4969

June 31, 1974

APPENDIX 2

CITY OF ROCKY MOUNT
LAND DEVELOPMENT PLAN

PREPARED BY

CITY OF ROCKY MOUNT
PLANNING DEPARTMENT

ENVIRONMENTAL IMPACT STUDY

NEGATIVE DECLARATION

FOR

PROJECT 1981

JUNE 11, 1981

ENVIRONMENTAL IMPACT STATEMENT
NEGATIVE DECLARATION

CITY OF ROCKY MOUNT
1974 LAND DEVELOPMENT PLAN

NASH AND EDGECOMBE COUNTIES

PROJECT 4969

1. Plan Area, Description and Purpose

The 1974 Rocky Mount Land Development Plan includes within its planning area approximately 107 square miles. The boundary of that area is located in all directions three miles from the existing corporate limit line. Approximately sixty percent of the planning area lies in Nash County with the remaining forty percent in Edgecombe County. The City of Rocky Mount's extraterritorial planning and zoning jurisdiction comprises approximately thirty-nine percent of the total planning area. The geographic area of concern of the Land Use Plan is that land which is expected to become substantially urbanized during the ten-year planning period.

The 1974 Rocky Mount Land Development Plan is a ten-year guideline for orderly growth within the planning area. The plan is designed to encourage the development of an attractive and healthful environment within the planning area. The total planning document includes the following major sections:

- Physiographic Analysis of Planning Area.
- Land Use Problems.
- Land Use Analysis.
- Community Facilities Analysis.
- Population Analysis.
- Economic Analysis.
- Analysis of Existing Housing.
- Population Projections.
- Economic Projections.
- Demand for Future Housing.
- FY 1974-75 — 1984-85 Land Development Plan.
- Community Facilities Projections.
- Land Development Policy Plan.
- Work Schedule.

Each of those sections is interrelated and each serves as a building block for the development of the Comprehensive Land Development Plan Section.

The plan analyzes land use problems within the City and its extrateritorial area and provides a guide for the future development of land to meet the projected needs of the future population within the planning area. The primary purpose of the plan is to provide the Planning Board, City Council, and City Administration with a land use guide to assist them in making decisions which will effect land use controls and policy.

2. Probable Impact of the Proposed Project On The Environment

A. Existing Character of the Area

The planning area of the City of Rocky Mount is situated in the transitional zone between the piedmont and coastal plain divisions of the State. The City includes approximately 15.8 square miles of urban development and serves as a regional shopping center. The major traffic arterials within the planning area are U.S. Highway 301, U.S. Highway 64, N.C. Highway 43 and N.C. Highway 97. The proposed route of U.S. Interstate 95 bisects the western portion of the planning area. That portion of the planning area not within the corporate limits is characterized by intermittent residential development dispersed throughout a predominantly agricultural landscape.

B. Displacement of People

The implementation of this plan is expected to result in the demolition of approximately 478 dwelling units over a ten-year period which will displace approximately 1391 people. That displacement of people will be the direct result of highway construction and enforcement of the Housing Code Compliance and Demolition Programs. It is estimated that the Housing Code Compliance and Demolition Programs will be responsible for the demolition of 495 dwelling units and that highway construction will cause the demolition of approximately thirty-eight dwelling units.

Under the provisions of the State and Federal highway construction guidelines, all people displaced by such construction must be relocated in adequate dwelling units before demolition of the acquired structures may occur. Relocation assistance funds are also available to those displaced people. The City's Housing Code Compliance Program and Demolition Program are administered under the guidelines that no person will be displaced until relocation housing is available. It is also anticipated that the City will have a relocation staff to assist those people to be displaced in securing relocation housing. The residential land use projections of the plan include considera-

tion of space for the construction of relocation housing. Therefore, even though the plan does call for the displacement of a number of people, the implementation of the plan will result in comparable or better housing for those persons displaced through implementation of the plan. The demolition and relocation analyses are included in the Housing Analysis of the 1974 Rocky Mount Land Development Plan.

C. Recreational Lands and Historic Landmarks

The Community Facilities Analysis Section of the plan analyzes and identifies the existing recreational opportunities and deficiencies. Those deficiencies were identified through the development of applicable recreational park and facility standards for Rocky Mount which are extracted from the standards of the National Recreation & Park Association. Proposals in the work schedule section of the plan describe actions to be taken to alleviate the recreational deficiencies.

The Community Facilities Plan outlines recreational needs that will be generated by the anticipated urban growth. Through application of the local recreational standards, those future recreational demands may be fulfilled. Historic landmarks within the planning area are preserved through the location of non-detrimental land uses on adjacent lands. There are no conflicts between historic sites and any projected land uses in the plan.

D. Renovation of Existing Properties

The intent of this plan is to depict the best land use for a site relative to the potential of the site itself and the comprehensive land use needs of the City. In the plan, existing land uses are projected to continue unless the use is considered nonfunctional or to be a blighting influence. Those properties which are deemed nonfunctional or blighting influences are identified as areas which need to be converted or renovated in a manner beneficial to the entire City as well as the immediate neighborhood. Those "renewal areas" will reduce the inefficiency of land use and the magnitude of existing blighting conditions.

E. Physiography and Geology

The planning area is located in the Tar River drainage basin and contains eight significant tributaries and their subbasins. The terrain is flat to slightly rolling, with gradual changes in elevation ranging from eighty feet to one-hundred and fifty feet above sea level.

The geology of the planning area consists of the following four formations: Sunderland, Lower Yorktown, Black Creek and the basement complex consisting

of Paleozoic and older rock formations. The implementation of the Land Use Plan will not adversely affect any drainage systems or create any disruption to the existing sub-surface strata.

F. Aesthetics

The promotion of aesthetics within the planning area has been an underlying development concept throughout the preparation of the plan. The concept of aesthetics is exemplified in the spatial distribution of the various types of land uses by coordinating each use with the surrounding land uses in order that they serve to compliment each other. Design requirements contained in the Zoning Ordinance and Subdivision Ordinance ensure that new developments will be aesthetically pleasant as well as functional. The aesthetic development of existing and future park and open space areas are advocated in the Work Schedule of the plan.

G. Earth and Mineral Resources

The planning area contains deposits of granite and sand which are excavated. The implementation of the plan will result in the provision of adequate areas for the continuation of those excavation operations with sufficient buffer zones to protect surrounding development.

H. Wildlife

The implementation of the plan will not have any negative impact upon the preservation of wildlife within the planning area. The Tar River flood plain, which is protected from development under the provisions of the plan, and the rural undeveloped portions of the planning area, which are not within the corporate limits, contain an abundance of natural vegetation shelter and maintain the present wildlife population.

I. Timber Resources

The impact of the plan on the area's timber resources will be nominal because the vast majority of the woodlands in those areas projected to be developed for urban purposes contain no appreciable amounts of timber material. The local timber-related businesses or industries import their raw materials from outside the planning area.

J. Water Resources

The area's water resources will not be impaired by the plan. Nearly all of the urban development will be served by municipal water lines whose present operation level is thirty-nine percent of its capability. Development that is not served by municipal water lines will not be of sufficient magnitude or density to lower the ground water table to any significant degree.

K. Surface Waters

The implementation of the plan will affect surface water in two ways. First, the increase in urban development will increase the surface water runoff to an insignificant degree by creating additional hard-surfaced land area. Secondly, the development of a flood plain ordinance as called for in the Work Schedule of the plan will reduce urban development in the flood plain; thereby, lessening the potential for flood damage to life and property.

L. Social and Economic Opportunities

The implementation of this plan will result in the expansion of economic opportunities to support the projected population increases and urban growth. Those additional economic opportunities will generate social interaction from within as well as from outside the planning area. The spectrum of goods and services will be broadened and strengthened, thereby, promoting the area as a regional center.

The projected economic opportunities indicate that forty-seven percent of the labor area population will be employed in the planning area. National statistics indicate that forty-seven percent of any population base is employed within any given area. Therefore, the figure of forty-seven percent serves as an indication of a healthy and viable economic state within the planning area.

3. Probable Adverse Environmental Effects Which Cannot Be Avoided

The only adverse environmental effects which cannot be avoided are those which will occur if the recommendations of this plan are not implemented by the City of Rocky Mount. The majority of the recommendations contained within the plan are presented with a view toward enhancing the environment. Therefore, adverse effects will be minimized as a direct result of the implementation of the plan's recommendations.

4. Relationship Between Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity

Short-term uses of the environment must be weighed against benefits and productivity which will accrue from the adoption and implementation of a long-range comprehensive Land Use Plan. Failure to adopt a long-range plan will result in weakening of the day-to-day decision-making process. The City Administration, City Council, and the Planning Board will continue to make uncoordinated decisions which are not based on technical findings or consistent with a long-

range concept of development for the City. The result of such an approach will be an increase in taxes; increases in personal and property injuries and costs; increased vehicular accidents; increases in the cost of providing municipal services; and, in general, a decrease in the quality of life in the Rocky Mount Planning Area. Opposed to that uncontrolled approach towards growth would be the adoption of the Land Use Plan as a specific guideline for growth in improvements in urban design, development and integration of all land uses, and a general improvement in the quality of life for residents in the Rocky Mount Planning Area.

5. Irreversible Commitments and Long-Term Consequences

The major commitment on the part of the City of Rocky Mount is its irreplaceable natural resources, the land. However, financial and personal commitments will be necessary if the benefits of the plan are to be realized. The plan must first be adopted before it can be implemented and, subsequently, should undergo an annual update with a major rewrite every five years. Therefore, no commitment on the part of the City will be irreversible but rather will be subject to constant change when deemed necessary by the City.

The long-term consequences of this plan will largely depend upon its implementation by the City. If it is implemented, the residents of the City should be provided a healthy, safe, and pleasing environment in which to live. In addition, they will be provided a balanced land use system with a wide variety of lifestyles and urban design concepts.

6. Problems and Objections Raised by Federal and State Agencies, Local Entities, and Citizens in the Review Process

Federal, State, and Regional agencies have not raised any objections or problems concerning this project. Upon completion, the plan will be submitted to appropriate agencies for review and comment. Those will include but not necessarily be limited to the following:

- Region I Council of Governments.
- Division of Community Services of the North Carolina Department of Natural and Economic Resources.
- Nash and Edgecombe County Soil Conservation Service Offices.
- City of Rocky Mount Redevelopment Commission.

Public hearings for the plan have not been held or scheduled. However, it is anticipated that public hearings in accordance with the requirements of the applicable North Carolina General Statutes will be conducted by the Rocky Mount City Council in August 1974.

SUMMARY

ENVIRONMENTAL IMPACT STATEMENT NEGATIVE DECLARATION

Prepared by
City of Rocky Mount Planning Department
in consultation with the
State of North Carolina Department
Of Natural And Economic Resources
Division of Community Services

1. Description of Action

The Rocky Mount Land Development Plan is the second major land use planning document which has been prepared by the City of Rocky Mount. The first Land Use Plan was prepared in 1965 and is now seriously outdated. It is the intent of the 1974 Rocky Mount Land Development Plan to depict how land within the City's planning area is used and to recommend how it should be used, providing guidelines for future development. Numerous types of information are treated in the plan, including data on population, existing land use, economic base, transportation, community facilities and services, soils, drainage, and area resources. Much of this information, together with applicable projections for the planning period, will serve as the basis for the subsequent preparation of detailed functional plans in the areas of housing, community facilities, and capital improvements programming.

The ten-year Land Use Plan, itself, establishes land use objectives and proposes generalized future land use; it defines growth sectors and major transportation corridors; and it delineates special areas which have the potential for major urban growth, conservation, special urban design, community facilities, construction, etc. Plan implementation is also discussed and a work program established.

2. Summary of Environmental Impact and Environmental Consequences of the Plan

It is a difficult task to prepare an environmental assessment of the 1974 Rocky Mount Land Development Plan, since the plan itself was prepared with a view toward enhancing the environmental quality of the City of Rocky Mount Planning Area. Therefore, if the recommendations presented in the plan are implemented, the result will be a better environment for the popu-

lation of the planning area. It should be noted that environmental considerations were discussed throughout the Rocky Mount Land Development Plan. However, the two most important subsections were the Land Development Plan Section and the Community Facilities Plan Section. The following is merely a recapitulation and summarization of those sections:

The Land Development Plan analyzed the existing distribution and future demand for the following land use categories: transportation, manufacturing, commercial, business and government services, residential, and undeveloped/agricultural land. In each case, the allocations and distribution of future land uses were made in consideration of critical environmental areas, natural areas, recreational areas, and historic preservation areas. Those critical environmental areas considered (i.e. flood plains, wet areas, watersheds, and critical erosion areas) will have a decided effect upon the future environmental quality of the City and its planning area. Unless protected, those areas will pose serious land use and environmental problems to the residents of the planning area. If development of non-agricultural structures in flood plains is allowed, the potential for loss of life and property will increase. In addition, such development in flood plains will increase the damage done by flood waters by retarding the normal flow of water, thereby increasing the area's susceptibility to inundation. Likewise, intensive development in water sheds, erosion problem areas and wet areas will have the following adverse environmental effects: extensive vegetative removal, destruction of future water supplies, erosion of topsoil, and siltation of adjacent water bodies.

Furthermore, the protection of airport approach zones, railroads, and airports from encroachment by residential and commercial development will minimize the potential for loss of life and property resulting from airplane and train accidents. The protection of mining land from encroachment by residential and commercial development will minimize the offensive nature of such operations on the human environment. Finally, the Land Development Plan is an integration of all existing functional City and regional plans. Those include the City's Throughfare Plan, the City's Water and Sewer Plan and the Region I Council of Government's Outdoor Recreation and Open Space Plan. The allocations of all land uses were made with the goals of achieving an effective integration of all existing and proposed local and regional facilities and of avoiding conflicting patterns of land usage.

The Community Facilities Plan was developed to provide for the acquisition and development of community facilities which will provide the citizens of the planning area with services and facilities which will contribute to their physical and mental well-being as well as providing recreational and open space areas where man can exist harmoniously with nature. The provision of recreation facilities on public lands will achieve favorable environmental results by utilizing land for open space, both active and passive. Since the future development of community facilities will be the responsibility of the local government, the environmental consequences associated with development of those facilities should be negligible. The work schedule for the implementation of this plan devotes particular attention to the condition of municipally owned and controlled properties. During the initial five years of the planning period, attention will be focused on renovating and improving the development and maintenance of the municipal property. The result will be an improvement to the urban landscape because of better aesthetic design, vector control, and engineering design on all municipally controlled lands.

3. Alternatives Considered

Since no adverse environmental effects could be caused as a result of plan implementation, the City appears to have no alternatives except not to adopt and/or implement the plan and its recommendations which would result in detrimental effects to the environment.

4. State Agencies From Which Comments Were Requested

North Carolina Department of Public Instruction.

North Carolina Insurance Services Office.

North Carolina Office of State Planning.

North Carolina Department of Transportation and Highway Safety.

North Carolina Department of Cultural Resources.

North Carolina Department of Natural & Economic Resources

-Division of Community Services.

The comments received from the above listed agencies were submitted in the form of guidelines and direct input which was used in the preparation of the plan.

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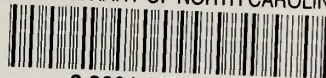
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